

East of Basingstoke and Redlands Development Brief

Supplementary Planning Document
July 2017



Basingstoke
and Deane

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Foreword

This Development Brief has been prepared by Basingstoke and Deane Borough Council in its role as Local Planning Authority as a guide for future development within the East of Basingstoke and Redlands housing allocations as identified in the adopted Basingstoke and Deane Local Plan 2011-2029. It has been informed by a formal 6 week consultation with residents and other stakeholders.

This Development Brief has the status of a Supplementary Planning Document and has been prepared in accordance with the Local Plan Regulations. The Development Brief is a material consideration in determining planning applications within the sites.

1. Purpose of the Development Brief

The East of Basingstoke and Redlands sites present an opportunity to deliver a high quality new community to the east of Basingstoke. The locations are identified in the Basingstoke and Deane Borough Local Plan 2011-29 as being capable of accommodating approximately 615 new homes with associated community infrastructure.

1.1 Why has a Development Brief been prepared?

1.1.1 This Development Brief has been prepared by Basingstoke and Deane Borough Council as Local Planning Authority, as a guide for future development within the East of Basingstoke and Redlands housing allocations which are defined on the Local Plan Policies Map. These two allocations cover a combined area of 77 hectares (Ha).

Policy Requirements

1.1.2 This Development Brief is a requirement of Local Plan Policy SS3 (Greenfield Site Allocations), and Local Plan Appendix 5 (Masterplan and Development Brief Protocol). The Development Brief will:

- a) Add greater clarity and detail to the planning policy framework and clarify the local planning authority's requirements for the site.
- b) Ensure development takes full account of the opportunities and constraints of the site and neighbouring area.
- c) Provide guidance on how development can be brought forward in a coordinated manner on different parts of the site, including the comprehensive delivery of infrastructure.
- d) Facilitate engagement with local residents and other stakeholders.

1.1.3 This document has been adopted as a Supplementary Planning Document (SPD). It does not include new policies but identifies more detailed development principles that build on existing planning policy, in particular policies SS3.7 (Redlands) and SS3.9 (East of Basingstoke) of the Local Plan. It is a material consideration in determining planning applications.

1.1.4 The principles in this document are equally applicable to outline, full and reserved matters applications.

1.2 Location, site characteristics and land ownership

1.2.1 Policy SS3 of the adopted Local Plan allocates 12 sites for housing. Figure 1.1 below defines the location of the East of Basingstoke and Redlands and the other allocated sites in and around Basingstoke Town.

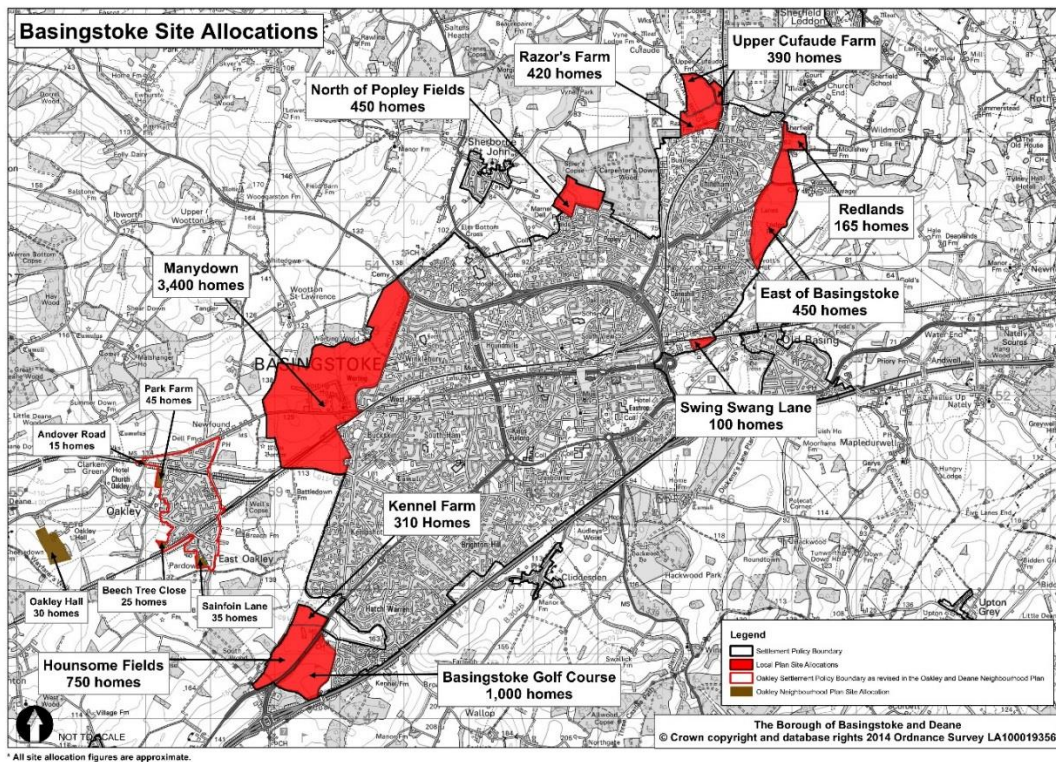


Figure 1.1 Housing site allocations in and around Basingstoke town.

East of Basingstoke

- 1.2.2 The total site covers an area of approximately 68 Ha of land east of the A33, approximately 3.8 km north-east of Basingstoke town centre and 700 metres east of Chineham District Centre. It is bordered to the west by the suburban areas of Chineham, Binfields, and Lychpit and by part of the Old Basing Conservation Area to the south west. East of the site is predominantly open farmland with scattered farmsteads associated with the Loddon Valley.
- 1.2.3 The site is bisected from east to west by Whitmarsh Lane which connects the A33 with the Chineham Energy Recovery Facility (ERF) and Basingstoke Sewage Treatment Works (STW) to the east of the site. A small watercourse (Petty's Brook) and Whitmarsh Lane naturally divide the site into a smaller northern and larger southern area of predominantly open land, defined by hedgerows with some mature trees. The Pyotts Hill Entrenchment Scheduled Monument, known locally as The Park Pale, lies within a woodland belt that forms part of the western boundary of the site. In addition, the Old Basing Conservation Area and Grade II listed buildings are in close proximity to the East of Basingstoke site.
- 1.2.4 All the land within the 'East of Basingstoke' site is within single ownership and matters relating to existing tenancies and operational requirements can be addressed in a planned and co-ordinated manner. The landowner has made the decision to only make land available for 450 homes to the year 2029. The site boundary, as defined on the adopted Local Plan Policies Map, ensures maximum flexibility in the masterplanning of the 450 dwellings. The overall capacity of the defined site is approximately 900 dwellings. Local Plan Policy SS3.9 states that a potential later phase for 450 dwellings may be delivered beyond the plan period.

- 1.2.5 The anticipated build trajectory for the East of Basingstoke site as at 1 April 2016 is as follows – note this updates the anticipated build trajectory outlined in Policy SS3 (Greenfield site allocations) and SS3.9 of the Local Plan:

Year	Number house completions
2019/20	60
2020/21	110
2021/22	110
2022/23	110
2023/24	60



Photo 1.1: East of Basingstoke



Photo 1.2: Redlands

Redlands

- 1.2.6 The site is situated to the north of the adjacent East of Basingstoke site and comprises an area of open flat arable land. The total site covers an area of approximately 9 Ha. The Reading Road (A33) abuts the western boundary of the site which consists of a mature hedge and the Sherfield Park development is located on the opposite side of the A33. The site is screened by a range of mature trees and boundary hedging. The southern boundary is formed by the tree lined driveway (Redlands Drive) which provides access off the A33 to Redlands Lodge. There is a Public Right of Way (PROW) which runs along this driveway from Chineham to the countryside to the east. The eastern boundary is open and there are a number of mature trees at the centre of the site.
- 1.2.7 The site is to the north west of the STW and Petty's Brook which lie a short distance to the south. The land to the north and east is in agricultural use and the land to the south is the East of Basingstoke site (SS3.9).
- 1.2.8 The Redlands site is predominantly owned by one land owner (Cooper Estates Strategic Land). Part of the south of the site, known as the 'Redlands garden site', is owned by Glo Homes Ltd. Also, a small area in the south western corner is owned by HCC (the owners of the adjoining site SS3.9) and a small area in the north western corner is owned by a private landowner. The allocation makes provision for the delivery of approximately 165 dwellings across this site.
- 1.2.9 An outline application (16/02457/OUT¹) was submitted by Cooper Estates Strategic Land for up to 150 dwellings in July 2016 and was approved subject to the completion of

¹ The planning application can be viewed at: <https://planning.basingstoke.gov.uk/online-applications/>
East of Basingstoke and Redlands Development Brief SPD (July 2017)

a legal agreement in February 2017. A full application (16/04727/FUL) was submitted by Glo Homes Ltd for 17 dwellings in December 2016.

1.2.10 The anticipated build trajectory for the Redlands site as at 1 April 2016 is as follows – note this updates the anticipated build trajectory outlined in Policy SS3 (Greenfield site allocations) and SS3.7 of the Local Plan:

Year	Number house completions
2017/18	50
2018/19	65
2019/20	50

Map of land ownership

1.2.11 The boundary of the area subject to the SPD and the areas of different land ownership are shown in Figure 1.2.

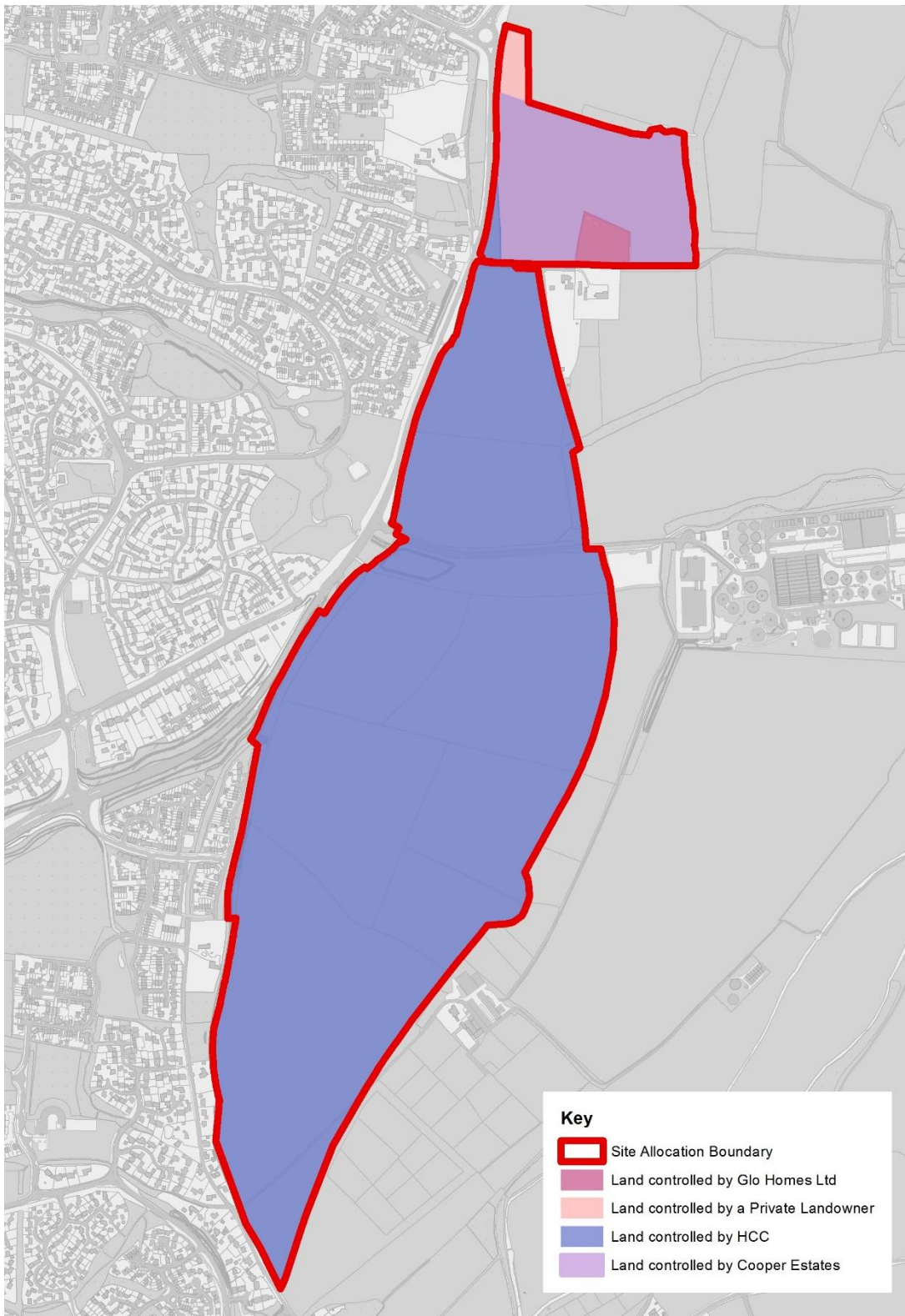


Figure 1.2: Showing area of land covered by the Development Brief and areas of different land ownership

1.3 What has informed the Development Brief?

1.3.1 This document has been informed by:

- Technical studies and consultation responses received during the progression of the Local Plan, including statements provided as part of the examination hearings, and statements of common ground.
- Information that accompanied the planning application (ref: 16/02457/OUT) for up to 150 dwellings on the majority of the Redlands site (Cooper Estates land).
- Discussions with local Ward Councillors.
- Discussions with stakeholders.
- Representations received to the public consultation on the draft SPD.

1.4 Document structure

1.4.1 The remainder of this SPD covers the following:

- Planning policy framework, setting out the planning policy considerations relevant to any future application (Section 2).
- Vision and objectives (Section 3), to establish a design rationale for the development.
- Site analysis and development principles (Sections 4 – 7), to identify development principles that can guide the form of development and deliver the objectives.
- Development Framework Plan (Section 8) providing a spatial summary of the key issues.

2. Planning policy framework

- 2.0.1 The National Planning Policy Framework (NPPF) supports the delivery of sustainable development. It attaches importance to the design of the built environment, where high quality, inclusive design is seen as a key aspect of sustainable development.
- 2.0.2 Policy SS3 of the adopted Local Plan identifies the borough's greenfield allocations, including East of Basingstoke and Redlands. Policy SS3.7 and SS3.9 set out the key requirements for these allocated housing sites including the provision of approximately 615 homes over the Plan period. Policies SS3.7 and SS3.9 are set out in Appendix 1.

2.1 East of Basingstoke and Redlands Inset Map

2.1.1 The Local Plan includes an Inset Map, which provides an indicative high level overview of what might be delivered on the allocated sites, where, and when (see Figure 2.1). The key features shown in the Inset Map which apply to both the East of Basingstoke and Redlands sites include:

- Access for all road users between Redlands and East of Basingstoke.

2.1.2 The part of the Inset Map specifically relating to the Redlands site identifies:

- Principal access to/from the A33. This should include provision for a site access from an improved Taylors Farm roundabout junction or suitable alternative.
- Indicative location of development.

2.1.3 The part of the Inset Map specifically relating to the East of Basingstoke site identifies:

- Principal access to/from the A33.
- Indicative location of development.
- Access between site parcels.
- A reserved site for a two form entry primary school.
- A neighbourhood centre (including community facilities).
- Green corridor incorporating Petty's Brook, natural flood zones and the River Loddon Biodiversity Priority Area.
- Indicative pedestrian and cycling access.
- National Cycle Network 23.

2.1.4 The Development Framework Plan (see section 8) adds detail to the Local Plan Inset Map for East of Basingstoke and Redlands.

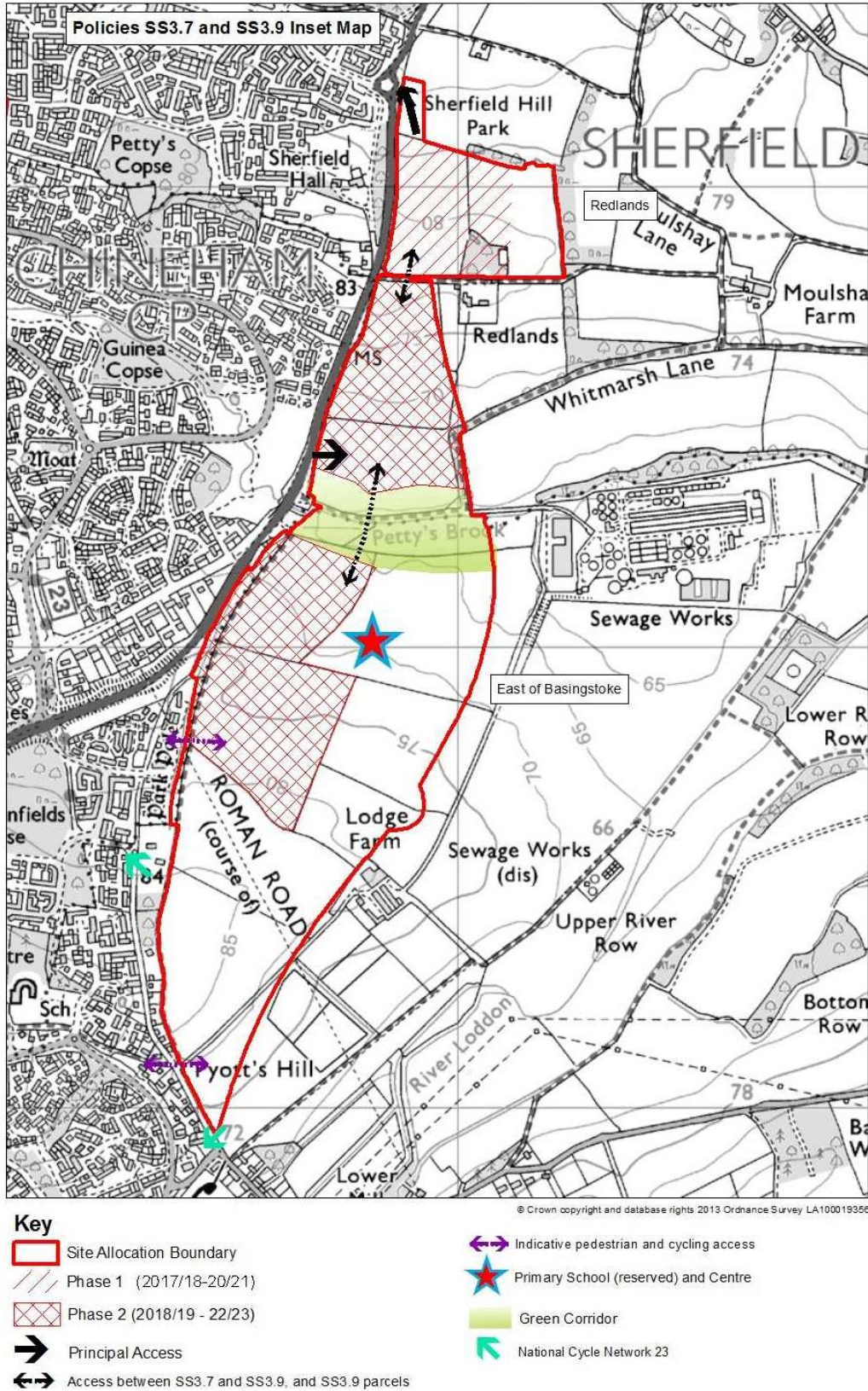


Figure 2.1: Local Plan Inset Map (illustrative only)

- 2.1.5 Planning applications should be assessed against other policies in the Local Plan, which includes policies on: affordable housing (Policy CN1); housing mix (Policy CN3); housing for older people (Policy CN4); Gypsies, Travellers and Travelling Showpeople (Policy CN5) and infrastructure (Policy CN6). There are also other policies on community needs, and policies on environmental management (EM1-EM12) and economic development (EP1-EP5).
- 2.1.6 There are other SPDs and guidance produced by Basingstoke and Deane Borough Council which should be read in conjunction with this SPD. These currently include:
- Design and Sustainability SPD (2008) including Appendix 4 (Conservation Areas), Appendix 7 (Places to Live) and Appendix 16 (Residential Amenity Design Guidance).
 - Landscape and Biodiversity SPD (2008).
 - Residential Parking Standards SPD (2008 with updates).
 - Guidance note for developers and consultants – Noise assessments and reports for planning applications (2016).
 - Old Basing and Lychpit Design Statement (2005).
 - Old Basing Conservation Area Appraisal.
 - Other planning guidance which is likely to emerge during the lifetime of this document which will be relevant to the determination of future planning applications.

2.2 Neighbourhood Planning

- 2.2.1 The council actively supports the principle of neighbourhood planning and this is a central strand of the borough's approach to future development. This is reflected in Local Plan Policy SS5 which sets the strategic framework for neighbourhood planning.
- 2.2.2 Old Basing and Lychpit parish is a designated Neighbourhood Planning Area and the local community are actively moving forward with preparing their plan. Part of the East of Basingstoke site is within the designated area.
- 2.2.3 Sherfield-on-Loddon parish is a designated Neighbourhood Planning Area and the local community are also actively moving forward with preparing their plan. Part of the East of Basingstoke site and the whole of the Redlands site are within the neighbourhood designated area.
- 2.2.4 The sites and the respective parish boundaries are shown in Figure 2.2.
- 2.2.5 Whilst draft neighbourhood plans have not yet been submitted, it will be necessary to have regard to the evolving status of the Old Basing and Lychpit Neighbourhood Plan and Sherfield-on-Loddon Neighbourhood Plan during the decision making process of any future application. The weight which can be afforded to these documents will increase as they progress through the various stages of neighbourhood planning. Once 'made', the neighbourhood plans will be relevant to the determination of planning applications where the site falls into that parish.

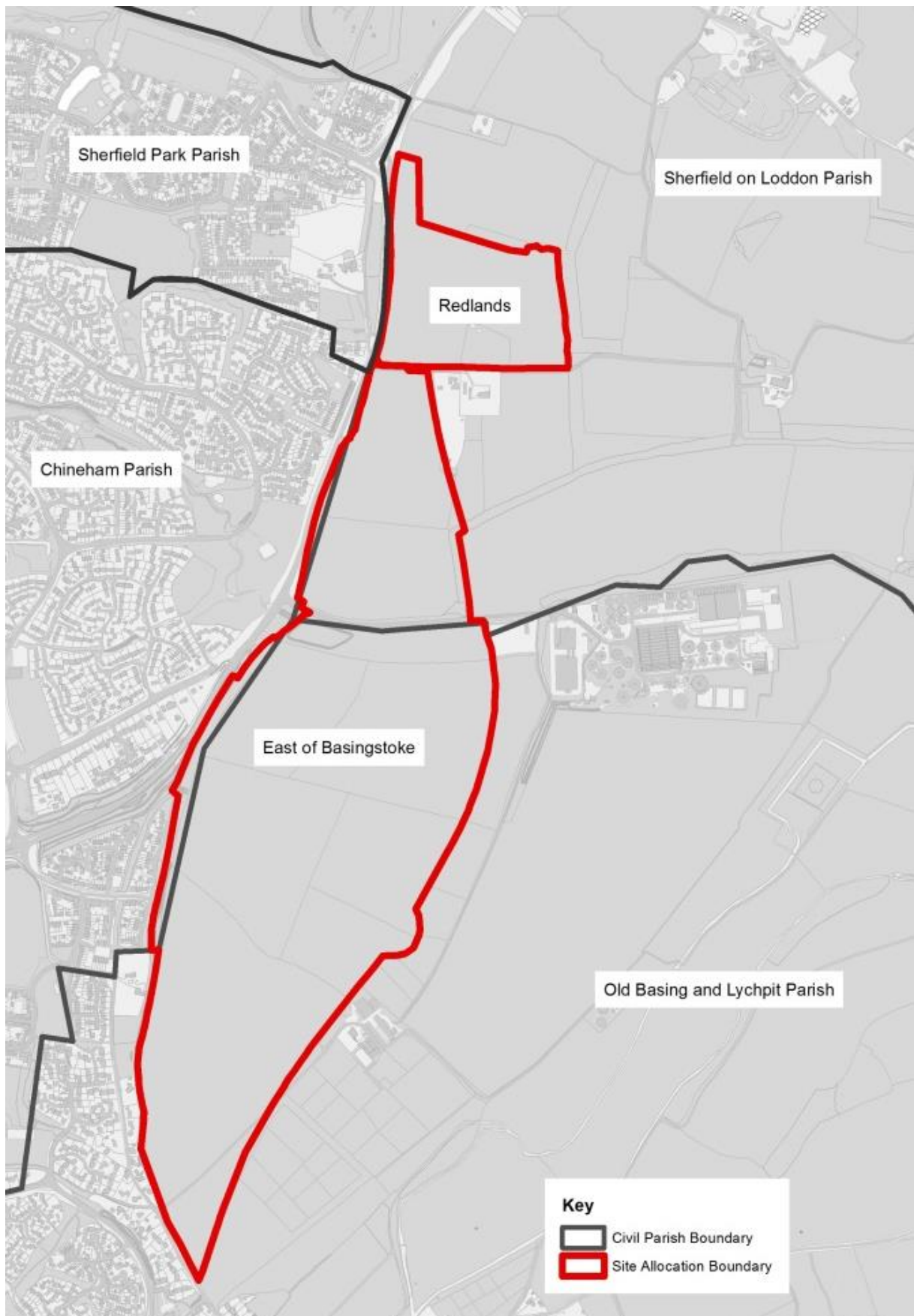


Figure 2.2: Showing the allocated sites of East of Basingstoke and Redlands and the parish boundaries.

3. Vision and objectives for East of Basingstoke and Redlands

3.1 East of Basingstoke and Redlands vision

3.1.1 A vision for the development of Redlands and East of Basingstoke which is set out in the supporting text (paragraph 4.52) to Policy SS3.7 in the Local Plan is as follows:

Approximately 615 new homes will be brought forward on sites SS3.7 and SS3.9 as part of a high quality, comprehensively planned development, providing supporting infrastructure that is necessary to serve the sites. The sites will respect and respond to their landscape and biodiversity context and build upon the local green infrastructure assets.

3.2 East of Basingstoke and Redlands objectives

3.2.1 The following objectives expand upon the vision in the Local Plan and develop further the Local Plan policies. These objectives provide a structure for this Development Brief.

- 1: A mix of homes and provision of social and community infrastructure to create a sustainable new community**

To deliver approximately 615 new homes with a mix of different dwelling tenures, types and sizes, including affordable housing, to meet a broad range of needs and deliver a mixed and sustainable community.

To support the development of a healthy, thriving new community through the timely provision of the necessary social and physical infrastructure, with the community centre, local shopping facilities and primary school at the heart.

To ensure that the sites are comprehensively planned, and that infrastructure is delivered at the earliest point possible and in a co-ordinated manner.
- 2: Transport and access**

To deliver a sustainable development by making provision for public transport services and safe, well designed, accessible and convenient walking and cycling routes with provision for car based movement.
- 3: Environmental quality**

To deliver development that takes advantage of, and responds to, the site and its surrounding environmental characteristics, including its green infrastructure and heritage assets, and uses these to create a high quality, healthy place with a strong sense of identity.
- 4: Design quality**

To create a high quality urban environment with clear character areas informed by the built and natural environment.

4. A mix of homes and provision of social and community infrastructure to create a sustainable new community

Objective 1: To deliver approximately 615 new homes with a mix of different dwelling tenures, types and sizes, including affordable housing, to meet a broad range of needs and deliver a mixed and sustainable community.

To support the development of a healthy, thriving new community through the timely provision of the necessary social and physical infrastructure, with the community facility, local shopping facilities and primary school at the heart.

To ensure that the sites are comprehensively planned, and that infrastructure is delivered at an appropriate time and in a coordinated manner.

4.1 A mix of homes to create a sustainable new community

Relevant policies and strategies: Local Plan Policies: SS3.7 a) (Redlands), SS3.9 a), b) (East of Basingstoke), CN1 (Affordable Housing), CN3 (Housing Mix for Market Housing), CN4 (Housing for Older People), CN5 (Gypsies, Travellers and Travelling Showpeople); Basingstoke and Deane Borough Council (BDBC) Housing and Homelessness Strategy 2016-2020

- 4.1.1 Local Plan policies SS3.7 and SS3.9 allow for the delivery of approximately 615 dwellings at East of Basingstoke and Redlands. The sites provide an opportunity to deliver a range of housing products which respond to the housing needs of the borough, and to deliver accommodation for residents of all incomes and ages.

Market housing

- 4.1.2 The most-recent national household projections indicate that the majority of housing need arising in the borough over the Plan period is likely to be from elderly one person households or couples, single people under the age of 65, and small family homes². However, it recognised that there is not a direct correlation between household composition and dwelling size³, and that new housing developments typically attract a high proportion of young families that will wish to grow. This would indicate a need for a mix of sizes of market homes across the site, including a proportion of smaller dwellings and housing suitable for older people.
- 4.1.3 Policies CN1 (Affordable housing) and CN3 (Housing mix for market housing) of the Local Plan requires that 15% of homes (both market and affordable) should be accessible and adaptable and meet the M4 (2) standard of Building Regulations. These homes will make provision to meet the needs of occupants with differing needs including some older or disabled people and to allow adaptation of the dwellings to meet the changing needs of occupants over time.

² Communities and Local Government, 2014-based Household Projections

³ BDBC Strategic Housing Market Assessment (2015) Table 6.3 (based upon data from Census, 2011)
East of Basingstoke and Redlands Development Brief SPD (July 2017)

Development Principle 1a: A mix of market homes that responds to current and future needs

The mix and type of market homes should be informed by up-to-date evidence of current and future borough-wide and local needs. It should include a mix of unit sizes, including smaller dwellings and accommodation for older people.

15% of market homes should be accessible and adaptable and meet the M4 (2) standard of Building Regulations.

Affordable housing

- 4.1.4 Reflecting the adopted Council Plan theme of 'Preparing for controlled and sustainable growth', the Council's Housing and Homelessness Strategy (October 2016) defines the maximised supply of affordable housing as a key priority.
- 4.1.5 The provision of affordable homes and their design, layout and integration, contributes to the delivery of sustainable mixed communities, and promotes social inclusion.
- 4.1.6 Overarching affordable housing principles and delivery mechanisms should be defined and agreed at outline application stage and accord with the adopted Local Plan and any related SPDs. Flexibility will be included to allow the fine detail of on-site affordable housing delivery to be finalised at the respective reserved matters stage.

Development Principle 1b: A mix of affordable housing

The mix and type of affordable housing should reflect the housing needs of those with a local connection to the borough and who would otherwise be unable to rent or buy suitable accommodation to meet their needs on the open market.

The affordable dwellings should be distributed proportionately between each phase unless an alternative overarching Affordable Housing Strategy has been approved. An appropriate mix of sizes and types should be provided in line with an agreed strategy based on latest principles.

The affordable homes should be designed to be indistinguishable from market homes ('tenure blind'), with units dispersed across the site in small clusters.

15% of affordable homes should be accessible and adaptable and meet the M4 (2) standard of Building Regulations.

Self-build and custom housebuilding

- 4.1.7 The delivery of self-build and custom-build housing is strongly supported by national policy, and offers the opportunity for residents to be involved in the design and construction of their own homes. The benefits include increasing the supply of housing, enabling more people to get onto the property ladder (through the delivery of lower cost housing), and providing a greater mix and variety of homes.
- 4.1.8 The council maintains a self-build register that provides information on the number of households looking for a plot in the borough. The Housing and Planning Act (2016) sets a duty for local authorities to meet the full demand for such plots.
- 4.1.9 The self-build register indicates a strong demand for such plots in Basingstoke. The East of Basingstoke site, as per the requirements of Local Plan Policy SS3.9 b), should therefore deliver serviced plots for custom and self-build housing

proportionate to the anticipated level of future need. However, given the inherent uncertainty about level of future demand, flexibility will be required to allow the provision to adapt to future circumstances. If there is no demand for the plots at the time they are required to be made available, the Local Planning Authority will apply flexibility to this requirement.

- 4.1.10 A mix of plot sizes should be provided to accommodate different sized dwellings. The plots should include the necessary service connections up to the boundary including road access and utility services. A strategy for the delivery of the plots and details of their location should be submitted to and agreed by the Local Planning Authority prior to the submission of any reserved matters application on the East of Basingstoke site. The plots should generally be grouped together to create distinct communities. It is expected that a proportion of these serviced plots should be made available and marketed at an early stage of the development.
- 4.1.11 Prior to the submission of reserved matters (or full consent) for any area including custom and self-build homes, a set of development principles should be submitted by the relevant site promoter and approved by the Local Planning Authority to establish design parameters and ensure quality.

Development Principle 1c: Self-build and custom housebuilding (East of Basingstoke site only)

In order to deliver a mixed and sustainable community, 5% of the units on the East of Basingstoke site should be made available as self-build and custom-build plots. The plots should be offered to households on the council's self-build register as a priority.

Proposals that include greater proportions of self-build and custom-build plots will be supported where they are acceptable in all other respects.

Gypsy and Traveller accommodation

- 4.1.12 The East of Basingstoke development should make provision for Gypsy and Traveller accommodation that will contribute towards meeting the borough's needs. The number of pitches should be informed by the most up to date evidence on borough-wide need, including the need to provide a deliverable five year supply of pitches. The requirement will be divided on a pro-rata basis between the Local Plan's strategic sites to ensure that the borough's total needs are met over the lifetime of the Local Plan. The council's 2015 Gypsy and Traveller Needs Assessment (GTNA) indicates a requirement for one pitch on the East of Basingstoke site, although applications should take account of any subsequent updates to the available evidence. The revised GTNA (2017) concludes that there is still a requirement for 1 pitch on the East of Basingstoke site.
- 4.1.13 Pitches should be masterplanned from the outset to aid integration with the settled community and be capable of being delivered early in the development in line with the council's projections of need. The design and layout of the site should provide adequate on-site facilities and appropriate essential services.

Development Principle 1d: Gypsy and Traveller accommodation (East of Basingstoke site only)

Provision of Gypsy and Traveller accommodation should be masterplanned into the East of Basingstoke (SS3.9) development from the outset. The number of pitches (currently one) should meet the proportionate needs of the most up-to-date evidence, and also meet the detailed requirements set out in Local Plan Policy CN5 (Gypsies, Travellers and Travelling Showpeople).

4.2 Social and physical infrastructure

Relevant policies and strategies: Local Plan Policies: SS3.7 i) (Redlands), SS3.9 c), p) (East of Basingstoke), CN6 (Infrastructure), CN7 (Essential Facilities and Services), CN8 (Community, Leisure and Cultural Facilities), CN9 (Transport); BDBC Community Facilities Strategy; BDBC Community Building Strategy (2014); BDBC Playing Pitch Strategy (2015); BDBC Built Facility Strategy (2015); Leisure and Recreational Needs Strategy (2015); S106 Planning Obligations and Community Infrastructure (2015); Community Investment Framework (2016).

4.2.1 As per Policy SS3.9, the East of Basingstoke site will have the following social and community infrastructure:

- Reserved site for a 2 form entry primary school on the site, if required by the Local Education Authority.
- Community facility and local shopping facility (subject to commercial analysis).

Co-ordinated approach to development

4.2.2 There are two separate landowners within the Redlands site who will pursue separate planning applications and one land owner for the East of Basingstoke site. It is a key objective of the Local Plan that the developers of the sites should take a coordinated approach to the delivery of housing and related social and physical infrastructure.

4.2.3 The council's housing trajectory identifies a build-out period of 5 years to deliver the East of Basingstoke site and 3 years to deliver the Redlands site. Infrastructure and development should be delivered at the right time in the right place to ensure a high quality and sustainable community is established, and that existing residents are not impacted by development.

4.2.4 On-site infrastructure should be comprehensively masterplanned. Each site will need to deliver on-site public open space to meet the needs generated by their development, but there will be some types of infrastructure that will need to be provided only on the East of Basingstoke site. This includes the community facility and primary school. Figure 4.2.1 below identifies the distribution of infrastructure across the site allocations.

Infrastructure type	Location/Comment
Off-site	
Off-site highway mitigation (including highway improvements, pedestrian and cycling connections, public transport subsidy or provision and hard infrastructure (such as bus stops/ shelters) if required)	To be informed by Transport Assessments
On-site	
Community Facility	To be provided on the East of Basingstoke site.
Neighbourhood Park	To be provided on the East of Basingstoke site.
Full size artificial grass pitch	To be provided on the East of Basingstoke site.
Public Open Space	Provision on each site that meets the council's adopted standards.
Allotments	To be provided on the East of Basingstoke site.
Primary School and its playing fields	To be provided on the East of Basingstoke site. The school may be required to be on the Upper Cufaude Farm allocated housing site (Policy SS3.8) – see 'Education' section below for further information.
Early years	To be provided on the East of Basingstoke site. To be future proofed to take into account the introduction of 30 hours childcare nursery provision.
On-site transport infrastructure including pedestrian and cycling routes and public transport infrastructure	To be provided on each site as required.
Housing	
Affordable housing	To be provided on each site.
Self-build and custom housebuilding plots	To be provided on the East of Basingstoke site, unless an East of Basingstoke and Redlands-wide strategy can be agreed between landowners and the Local Planning Authority.
Gypsy and traveller accommodation	To be provided on the East of Basingstoke site.
Other	
Utilities including water, waste water, electricity and broadband	Utilities strategy to demonstrate comprehensive provision.

Figure 4.2.1: Distribution of infrastructure across the site allocations.

- 4.2.5 The borough council's Infrastructure Delivery Plan (IDP) includes further information on infrastructure requirements and contributions for the East of Basingstoke and Redlands sites.

Development Principle 1e: Co-ordinated approach to development

Developers of the sites should take a coordinated approach to the delivery of housing and related social and physical infrastructure. As the distribution of infrastructure across the site allocations results in the majority of infrastructure being located on the East of Basingstoke site, the landowners of the Redlands site will need to provide appropriate contributions towards infrastructure where reasonable and justified.

Development should be phased in a manner which sees the introduction of the facilities and primary school at the earliest point possible, to begin to establish a local community.

Careful consideration will need to be given as to whether proposed developments on part of the sites will in any way prejudice the delivery of the remainder of the sites.

Suitable conditions at the outline stage will be used where appropriate to ensure this coordinated approach.

Education

- 4.2.6 Footnote 6 of the Local Plan states that the Local Education Authority has identified a need for additional primary school places to serve new and existing communities in the eastern areas of Basingstoke and has requested that provision is made to meet this requirement on both the Upper Cufaude Farm (Policy SS3.8) and East of Basingstoke (Policy SS3.9) allocated sites. The Local Education Authority expect to require only one of these additional schools. Priority will be given for the primary school to be located on the East of Basingstoke site as this development is anticipated to be delivered before the Upper Cufaude Farm site is completed. However the Local Education Authority will confirm their exact requirements, based on pupil forecasting, at the earliest opportunity to ensure the sites are comprehensively planned, and that infrastructure is delivered at an appropriate time and in a coordinated manner.
- 4.2.7 The school should be served with safe (preferably segregated) routes for journeys on foot or bicycle and related to public transport. School Travel Plans should be effective in minimising vehicular congestion and associated pollution around and within school sites.
- 4.2.8 The location, design and access arrangements of the primary school and its relationship with the local centre/community facilities will need to be given careful consideration.
- 4.2.9 The development should give particular consideration to how pupils will travel to and from the school, including through the provision of safe streets, and a choice of walking and cycling routes. One way of achieving this is through the inclusion of locations suitable for 'park and stride' within 5-10 minutes' walk of the primary school. This is a location where parents can park and accompany their children to and from school.

Development Principle 1f: Provision of a primary school

If a two form entry primary school is required on the East of Basingstoke site it should be designed to become an integral part of community life.

The location and size of the school and the timing of delivery should be agreed with the Local Education Authority at the earliest opportunity.

The location of the primary school and playing fields must be away from noise and flood zones 2 (medium risk) and 3 (high risk) and also outside of the 1.5 OUE/m³ odour exposure level of the STW.

When considering the location of the school and playing fields, consideration should be given to:

- a) Accessibility, including clear and safe walking, cycling and scooting connectivity from the schools' catchments;
- b) Potential impacts on the transport network;
- c) Proximity and relationship with the community facility;
- d) Encouraging healthy lifestyles;
- e) Location away from main roads to minimise the potential for congestion and concerns for pupil safety;
- f) The bulk and scale of the buildings, and their impact upon areas of sensitivity;
- g) The limited times/days that they are occupied and the consequent impact upon the vitality of the surrounding areas; and
- h) The impacts of their use upon the character and amenities of the surrounding area, in particular from noise and floodlighting.

If a new primary school is required on the East of Basingstoke site, a School Travel Plan should be jointly developed and implemented by all stakeholders to identify and enable safe, healthy and sustainable routes to the school for all. This should in turn result in minimal car alone journeys and reduced congestion within the school vicinity. The School Travel Plan could form part of the Transport Assessment and Travel Plan.

Local Centre

- 4.2.10 The local centre will create a sense of place, a central focus, and contribute to the identity of the new community.

Development Principle 1g: Location of community facility, local shopping facilities and primary school

The community facility, local shopping facilities (subject to commercial analysis) and primary school will form the focus of activity and be at the heart of the community of the sites. These will be located on the East of Basingstoke site. They will contribute towards the sense of place and identity of the development. The community facility and local shopping facilities should include flexible floorspace to allow the local centre to adapt to changing needs over time.

These facilities should be in accessible locations that maximise the number of new and existing residents within walking distance, with good connections to public transport. Cyclists should also be able to cycle close to the entrances of these facilities, where there should be secure cycle parking (short stay and long stay (lock up)).

The car parking should be designed to ensure that it does not detract from the appearance or the function. The location of the car parking should encourage sharing between different uses at different times of the day.

Utilities and services

- 4.2.11 In addition to the site-specific infrastructure requirements identified in the council's IDP, careful consideration will also be needed in respect of the provision of utilities and services. This will require a co-ordinated approach to ensure that provision exists for each of the various landowners.

Development Principle 1h: Utilities and services

Planning applications should demonstrate that utility provision has been comprehensively planned across the sites and that discussions have taken place with the relevant utility providers. This should demonstrate that there are no insurmountable issues with utilities and services in the local area.

Any anticipated relocation of existing overhead lines should be formally agreed with Scottish and Southern Electricity Networks prior to submission of a planning application.

- 4.2.12 All dwellings, commercial and community buildings, and schools should have access to fibre broadband services. Ducting for the provision of a broadband service should be installed as part of the construction of the buildings and as part of the initial highway works to minimise disruption at a later date.

Development Principle 1i: Fibre broadband to the premises

Development should contribute towards the provision of infrastructure suitable to enable the delivery of fibre broadband to the premises (FTTP) of all domestic, commercial, public and other facilities through the installation of ducting from a site-wide network.

5. Transport and access

Objective 2: To deliver a sustainable development by making provision for public transport services and safe, well designed, accessible and convenient walking and cycling routes with appropriate provision for car based movement.

- 5.0.1 The council's Transport Assessment for the Local Plan considered the impact of development of the East of Basingstoke and Redlands sites and considered that they can be accommodated on the highways network with the necessary mitigation and appropriate access solutions.
- 5.0.2 The sites will generate additional travel demand in and around Basingstoke. Capacity constraints in the wider area will also need to be taken into account, and measures will need to include improvements where they are required. The mitigation measures should take into account the cumulative impact of other planned development in the borough. Consideration should also be given to serving and accessing the nearest train station, including the potential new railway station at Chineham (Policy SS10 of the Local Plan), from the sites by pedestrians, cyclists and public transport users.
- 5.0.3 There will be a requirement for a Transport Assessment to be prepared for each site. These assessments should identify the full impacts of both sites including the full extent of the East of Basingstoke allocation for 900 dwellings, appropriate mitigation measures and a Travel Plan to support the planning applications.

Relevant policies, strategies and supporting information: Local Plan Policies: SS3.7 c), d) (Redlands), SS3.9 h), i) (East of Basingstoke), CN6 (Infrastructure), CN9 (Transport); BDBC Cycle Strategy (2016); Manual for Streets; Hampshire Local Transport Plan (2011-31); Hampshire County Council Companion Document to Manual for Streets Borough Cycling Strategy (2016); Hampshire County Council Cycle Strategy (2015); Hampshire Countryside Access Plan 2015-2025.

5.1 Principal access points

- 5.1.1 Land East of Basingstoke and Redlands are expected to have an appropriate vehicular connection to the surrounding transport network as required by Policy SS3.7 criterion c) and SS3.9 criterion h).

East of Basingstoke

- 5.1.2 The main existing vehicular access into the East of Basingstoke site is from the A33 via a light controlled junction with Whitmarsh Lane. This access also serves the ERF and the STW.



Photo 5.1: Whitmarsh Lane looking towards the A33

- 5.1.3 A comprehensively planned primary vehicular access point off the A33 into the East of Basingstoke site is required. Detailed design and transport assessment work is needed to identify the preferred access option off the A33 and this information will need to support any planning application. Consideration will need to be given to highway safety when considering the preferred access option and also to vehicles accessing the ERF and STW (including any increase in vehicles as a result of changes to the ERF and STW) and the need to maintain safe and convenient access for these land uses.
- 5.1.4 It is encouraged that the design and layout of the main access enables vehicles associated with the ERF and STW (including HGVs/articulated lorries) to be separated from residential traffic as soon as possible. Appropriate access to the ERF and STW will need to be maintained at all times during the construction of the site and it will be expected that the landowner of the East of Basingstoke site will work in close co-operation with the operators of the ERF and STW.
- 5.1.5 The current main access to the site (Whitmarsh Lane) falls within existing flood zones 2 (medium risk) and 3 (high risk) of Petty's Brook. Policy SS3.9 criterion g) requires development and points of access to avoid flood zones 2 and 3. If, following technical assessment, the preferred option is for the main access to be along an improved Whitmarsh Lane, then the road will need to be raised above flood levels to ensure safe routes can be provided in and out of the site. This level would need to be confirmed during the watercourse modelling exercise, to be undertaken on behalf of the East of Basingstoke landowner and in consultation with the Environment Agency. Appropriate flood compensation must be identified within the site (see Development Principle 3f: Flood risk, drainage and storage).
- 5.1.6 It is considered that the main access to the site will be located north or south of Whitmarsh Lane, outside of flood zones 2 (medium risk) and 3 (high risk). Whitmarsh Lane could be removed to aid flood storage, biodiversity and open space provision.
- 5.1.7 There may also be the need for a secondary/emergency access for the East of Basingstoke site in the southern parcel but north of the Old Basing Conservation Area. This could also be used for bus, pedestrian and cycle access.
- 5.1.8 A crossing point between the East of Basingstoke north and south parcels above the flood levels is also required, with associated flood compensation.
- 5.1.9 The location of the principal access into the East of Basingstoke site and potential secondary/emergency access may be constrained by the Pyotts Hill Entrenchment Scheduled Monument (The Park Pale) that runs along the western edge of the site. The location of the potential secondary/emergency access is indicatively defined on the

Development Framework Plan in section 8. If secondary/emergency access is demonstrated to be required through technical assessment, a heritage feasibility analysis will need to be undertaken on the principle and extent of crossing the Scheduled Monument and the landowner will be required to work closely with Historic England on this issue.

Redlands

- 5.1.10 Primary access to the Redlands site, with provision for cycling, is to be provided via a fourth arm on the Taylors Farm roundabout. Appropriate measures should be put in place to ensure the vehicular traffic associated with the ERF and STW do not utilise this roundabout for access to the plants.
- 5.1.11 The part of the site referred to as the Redlands garden site (owned by Glo Homes Ltd) is currently accessed via Redlands Drive (off the A33). The Redlands garden site should not be accessed off the A33 via Redlands Drive but rather through the Cooper Estates land via the Taylors Farm roundabout or via the East of Basingstoke site. Careful consideration is required to ensure the proposed development of the main part of the Redlands site does not prejudice the delivery/ access of the Redlands garden site. Suitable conditions at the outline stage should be used, where appropriate, to ensure a coordinated approach.

Access between the sites and site parcels

- 5.1.12 To ensure that the development of the East of Basingstoke and Redlands sites is brought forward in a co-ordinated manner, vehicular, cycling and pedestrian connections between the sites (across Redlands Drive) must be achieved. This is a requirement of Policy SS3.7 criterion c) and SS3.9 criterion h). Criterion c) of Policy SS3.7 requires site access for the Redlands site from an improved Taylors Farm roundabout junction, or suitable alternative. This along with the appropriate access between SS3.7 and SS3.9 will enable vehicles to travel to and from the East of Basingstoke site via the Taylors Farm roundabout.

Pedestrian and cyclist crossing of the A33

- 5.1.13 The developments must provide the opportunity for safe crossing of the A33 for pedestrians and cyclists to facilities within Chineham and Sherfield Park, connections into the wider walk/cycle network, and also for existing local residents to reach the site and its new facilities as well as the countryside beyond. When designing safe pedestrian and cyclist crossings of the A33, consideration should be given to the number of pedestrian movements on the A33 to access the west of the A33 and the expected movements given the traffic flow on the A33.

Improvements to the A33 corridor

- 5.1.14 Detailed microsimulation modelling of the A33 corridor has been undertaken by the Local Highways Authority (Hampshire County Council) taking into consideration the Local Plan housing allocations, including the East of Basingstoke and Redlands sites. This has determined a number of improvements required along the A33 corridor. Funding and a programme of works is now in place to implement a series of improvements to the A33 at the following locations:

- A33/Ringway Junction – implementation 2017-18
- A33/Popley Way – implementation 2015-16 (now complete)

- A33/Crockford Lane – implementation 2017-18
- A33/Binfields roundabout – implementation 2017-18
- A33/Thornhill Way – implementation 2018-19

5.1.15 Improvements are also proposed for the Taylors Farm roundabout as a part of the overall A33 scheme to improve capacity and reduce congestion, and funding is likely to be sought from the Redlands site to implement these measures.

5.1.16 In preparing planning applications for the sites, the planned improvements to the A33 and any other strategic improvements to the local highway network need to be considered through liaison with the Local Highways Authority (Hampshire County Council). Section 5.4 includes further guidance on ‘future proofing’. It is anticipated that additional funding towards improvements to the A33 corridor is provided by the East of Basingstoke and Redlands sites as and when the sites come forward. The level of this contribution will be dependent on the impact of the development on the corridor and the additional vehicle trips generated on the route.

Development Principle 2a: Principal access points

East of Basingstoke

A safe primary vehicular access to the East of Basingstoke site will need to be achieved. There are 2 main options for the primary vehicular access:

- i. North of Whitmarsh Lane
- ii. South of Whitmarsh Lane

Principal access points to avoid flood zones 2 (medium risk) and 3 (high risk) and also to consider the River Loddon Biodiversity Priority Area as required by criteria g), j) and l) of Policy SS3.9.

It is encouraged that the design and layout of the main access enables vehicles associated with the ERF and STW (including HGVs/articulated lorries) to be separated from residential traffic as soon as possible.

A secondary/emergency access for the site may also need to be considered.

If it is considered that the principal access and/or secondary/emergency access needs to cross Pyotts Hill Entrenchment Scheduled Monument (The Park Pale), a heritage feasibility analysis will need to be undertaken on the principle and extent of crossing the Scheduled Monument.

Safe and appropriate access between the north and south parcels must be achieved.

Redlands

Primary access to the site, with provision for cycling, shall be provided via a fourth arm on the Taylors Farm roundabout.

Developments must ensure that the main part of the Redlands site does not prejudice the delivery of the Redlands garden site.

Ensure safe and appropriate access to the Redlands garden site. The Redlands garden site should not be accessed off the A33 via Redlands Drive but rather through the Cooper Estates land via the Taylors Farm roundabout or via the East of Basingstoke site.

Between the East of Basingstoke and Redlands site

In order to secure well-planned and comprehensive development, safe access should be provided between the East of Basingstoke and Redlands sites.

All sites

All principal access points for the sites must:

- a) Provide a safe environment for all road users, including pedestrians and cyclists.
- b) Be carefully designed – this includes their alignment and surfacing to manage the speed of motor vehicles.
- c) Not prejudice other locations or options for access.
- d) Provide the opportunity for safe crossing of the A33 for pedestrians and cyclists to facilities within Chineham and Sherfield Park, connections into the wider walk/ cycle network, and also for existing local residents to reach the site and its new facilities as well as the countryside beyond.
- e) Consider the planned improvements to the A33 and any other strategic improvements to the local highway network.

5.2 Public transport

- 5.2.1 Together, the Redlands and East of Basingstoke sites provide an opportunity for a bus loop from the A33 to run directly through the new residential areas of the Redlands and East of Basingstoke sites. This would enable all the residential areas within the site to be within 400m of a bus stop. A local bus service (number 14) runs past the site and is an hourly service which runs between Basingstoke town centre and Tadley via Chineham centre, Sherfield Park, Bramley, Silchester Common and Pamber Heath.
- 5.2.2 Development on the Redlands site is expected to be delivered in advance of the East of Basingstoke site. Given the quantum of development on the Redlands site, it is unlikely that this will justify the provision of a dedicated bus service. However, the Redlands site must make provision for future bus services through ensuring the internal layout includes a suitable bus corridor and link between the Taylors Farm roundabout and the East of Basingstoke site, such that the service can be secured through the East of Basingstoke planning application(s).

Development Principle 2b: Public transport services

In order to achieve an increase in modal share of public transport, it will be necessary to ensure public transport provision via a bus loop from the A33 to run directly through new residential areas of the Redlands and East of Basingstoke sites. The landowners will need to work closely with the service provider to consider the practicalities of providing for this service.

This service should be provided early in the build of the East of Basingstoke site to establish sustainable travel patterns and behaviour. The service may need to expand in line with the phasing of homes and facilities, and information should be provided to demonstrate the long term deliverability of the service without the need for revenue support.

Emphasis should be given to passenger comfort, safety and convenience, and bus stops should be located to ensure that all properties would be within 400m (5 minutes' walk) of their nearest stop.

Consideration should be given to how utilisation of local rail services can be made more attractive, particularly with regard to improving access from the site to the nearest railway station, including the potential new railway station at Chineham (Policy SS10 of the Local Plan), for pedestrians, cyclists and public transport users.

5.3 Walking and cycling links

- 5.3.1 To encourage healthy and active communities and to create a high quality public realm, the development should provide an environment where walking and cycling are attractive forms of transport, and are the modes of choice for short trips within the site as well as to services beyond. Pedestrian and cycle routes should seek to maintain a sense of openness and green space, which are significant factors in the amenity and biodiversity value of such routes.
- 5.3.2 A right of way follows the western boundary of the East of Basingstoke site, adjacent to Park Pale, and connects Whitmarsh Lane to Pyotts Hill, with other links westwards across Park Pale into the Binfields and Chineham neighbourhoods. Other footpaths link the site through the countryside with Sherfield-on-Loddon in the north and Old Basing in the south. These could be improved to provide better access within the site and to the wider countryside.
- 5.3.3 As part of the Hampshire Countryside Access Plan 2015-2025, access improvements are sought in the East of Basingstoke and Redlands area. Along with any proposed alterations to existing rights of way, early discussions with BDBC, HCC and the landowners is welcomed on the potential to incorporate improvements to the right of way network within the development proposals.

Development Principle 2c: Walking and cycling links

Improvements to the existing rights of way (that connect and are within the sites) should be considered to provide better access within the site and to the wider countryside. A walking and cycling assessment should be carried out looking at these routes and measures proposed for making the routes more attractive.

The internal network of routes should integrate with existing pedestrian and cycling routes beyond the site including the National Cycle Network 23.

An indicative pedestrian and cycling route should be within the red line boundary and adjacent to the western boundary of the sites. It should be safe, direct and well-signposted. These measures should be delivered in line with the borough council's Cycling Strategy (2016), and in particular connect and help to deliver routes 1 and 2 to the town centre as shown in Figure 5.1. The precise alignment of the routes should be identified through the applicants' Transport Assessments and delivered early in the development to establish good habits. The alignment of the route should also respect the Scheduled Monument.

Development should provide safe and convenient routes between residential neighbourhoods and on-site facilities (including the primary school, the local centre and amenity open space) to encourage journeys by walking and cycling. This should be delivered through:

- a) Inter-connected green spaces.
- b) Designing neighbourhoods that encourage walking and cycling.
- c) Streets that are attractive places to walk and cycle, with the needs of pedestrians, cyclists and public transport prioritised whilst still ensuring good access for drivers.

Safe connections between these facilities and the homes should be provided from the time that the homes are occupied.

Proposals for cycle routes and cycle parking should be subject to a cycle audit in line with the best practice referred to in the BDBC Cycle Strategy, and should give consideration to home to school travel. It should be demonstrated that non-motorised user needs are integrated into all highway and traffic management schemes.

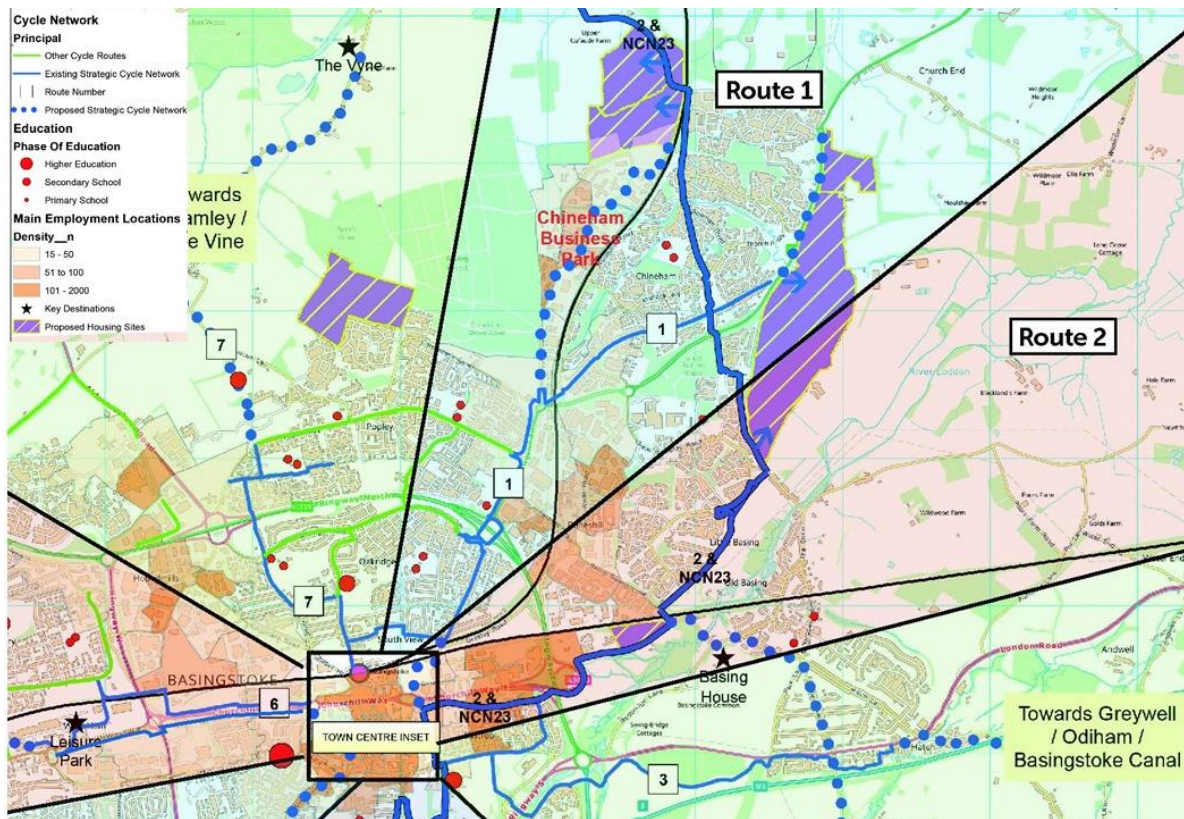


Figure 5.1: Proposed Strategic Cycleway Network showing the East of Basingstoke and Redlands allocations (extract from BDBC Cycle Strategy Map, accessible from <https://www.basingstoke.gov.uk/cyclestrategy>)

5.4 Future proofing

- 5.4.1 Policy SS3.9 acknowledges that the site boundary as defined on the Local Plan Policies Map has capacity for approximately 900 dwellings and that a potential later phase for 450 dwellings may be delivered beyond the plan period.
- 5.4.2 While this development brief is designed to address the allocation of approximately 615 dwellings on the East of Basingstoke and Redlands sites, good planning requires that current proposals are “future proofed” to allow for potential further housing development beyond the plan period (after 2029).
- 5.4.3 Consideration should also be given to sufficiently safeguarding land to allow for future additional capacity and access in the longer-term in conjunction with the Local Highways Authority (Hampshire County Council). Consideration should also be given to any strategic highway improvements to the A33.

Development Principle 2d: Future-proofing movement through the sites

The design of the East of Basingstoke site should incorporate sufficient flexibility to allow additional highway capacity to be created at a later date to cater for potential further housing development on the remaining part of the site beyond the plan period (2029). This future-proofing should be balanced with the impact upon character and the development’s place-shaping objectives.

Transport assessments for both the East of Basingstoke and Redlands sites should identify the full impacts of both allocations including the full extent of potential development (approx. 1,065 dwellings). The transport assessment should include sensitivity tests to consider whether the new access points associated with the sites will have capacity for even greater transport movements.

Consideration should also be given to sufficiently safeguarding land to allow for future additional capacity and access in the longer-term. This must be informed by the transport assessments, other relevant documents and consultation with the Local Highways Authority (Hampshire County Council).

6. Environmental quality

Objective 3: To deliver development that takes advantage of, and responds to, the site and its surrounding environmental characteristics, including its green infrastructure and heritage assets, and uses these to create a high quality, healthy place with a strong sense of identity.

6.0.1 Both East of Basingstoke and Redlands have a strong and attractive natural structure of tree belts and woodland surrounding fields. East of Basingstoke has slopes running down to the stream of Petty’s Brook in the northern part of the site. These natural features can have a positive role in providing a framework that shapes the design and layout of the new development, and creates a place of character with a strong sense of identity. Also influencing the location and siting of development are a number of environmental constraints including traffic noise from the A33 to the west, the STW and the ERF to the east and the floodplain along Petty’s Brook.

6.1 Green Infrastructure

Relevant policies and strategies: Local Plan Policies SS3.7 (b) (Redlands), SS3.9 (k) (East of Basingstoke), EM5 (Green Infrastructure) and Appendix 4 (Green Space Standards); Landscape and Biodiversity SPD (2008); Green Infrastructure Strategy (2013).

6.1.1 The development at East of Basingstoke and Redlands should create an interconnected network of natural areas and other green open spaces that link into the wider green infrastructure network. These should retain and integrate the existing landscape features (trees/hedges and copses) as a framework for development. The network of existing landscape features is illustrated by Figure 6.1 below:



Figure 6.1: Aerial photo illustrating the habitats within East of Basingstoke and Redlands including arable fields, tree belts, hedgerows and woodland.

6.1.2 The benefits of an interconnected green infrastructure network include:

- Enhancing the appearance of the site and help to creating a place with a strong sense of identity.
- Mitigating wider views of the development and allowing it to sit sensitively within the landscape.
- Enabling safe and convenient movement for residents by non-car modes of transport to key destinations within and beyond the site.
- Providing ecological wildlife corridors within the site and linking habitats in the wider area.
- Providing amenity spaces that support the health and quality of life of residents.
- Protecting or enhancing heritage assets and their setting including: below-ground archaeological remains including the Pyotts Hill Entrenchment Scheduled Monument (The Park Pale) and Roman Road; the grade II listed buildings of Toll House, Lodge Farmhouse and Barn and Hill Rise Cottage; and the Old Basing Conservation Area.
- Providing flood mitigation measures.

6.1.3 A Landscape and Green Infrastructure Strategy should be prepared to demonstrate how these functions interrelate. Many of the green spaces can be multifunctional. This Strategy should build upon the principles in the council's Green Infrastructure Strategy⁴, and give consideration to the green infrastructure on adjoining and nearby land. This Strategy, with a network of defined corridors and uses, will form an essential part of the Masterplan for both of the allocation sites. The Strategy should be informed by the Hampshire Historic Landscape Character Assessment.

Development Principle 3a: Landscape and Green Infrastructure Strategy

A Landscape and Green Infrastructure Strategy should be provided with each application to demonstrate how proposals would incorporate and respond to landscape features such as landform, landscape character and important views, trees, biodiversity and open space.

The Strategy for each application site should show how it forms part of an overall Landscape and Green Infrastructure Strategy for the combined allocation sites of East of Basingstoke and Redlands.

A Landscape and Green Infrastructure Strategy should be informed by the existence of archaeological remains, their setting, and the setting of other heritage assets.

Landscape

Relevant policies and supporting information: Local Plan Policies SS3.7 (b) (Redlands), SS3.9 (d), (k) (East of Basingstoke), EM1 (Landscape), EM2 (Strategic Gaps); Countryside Design Summary (Appendix 14 of the Design and Sustainability SPD (2008)); Borough Landscape Assessment (2001).

6.1.4 The local landscape pattern is characterised by smaller scale enclosed farmland with a strong hedgerow and woodland structure with both of the allocated sites lying within the Loddon and Lyde Valley Character Area as identified in the BDBC Landscape Character Assessment (2001). The landform changes across the area with a prominent ridge at the boundary of the Redlands and East of Basingstoke sites (see Figure 6.2 below).

⁴ BDBC Green Infrastructure Strategy available to view at <https://www.basingstoke.gov.uk/rte.aspx?id=354>

Petty's Brook occupies a dip in the centre of the East of Basingstoke site with a gentle slope then moving upwards towards the south.

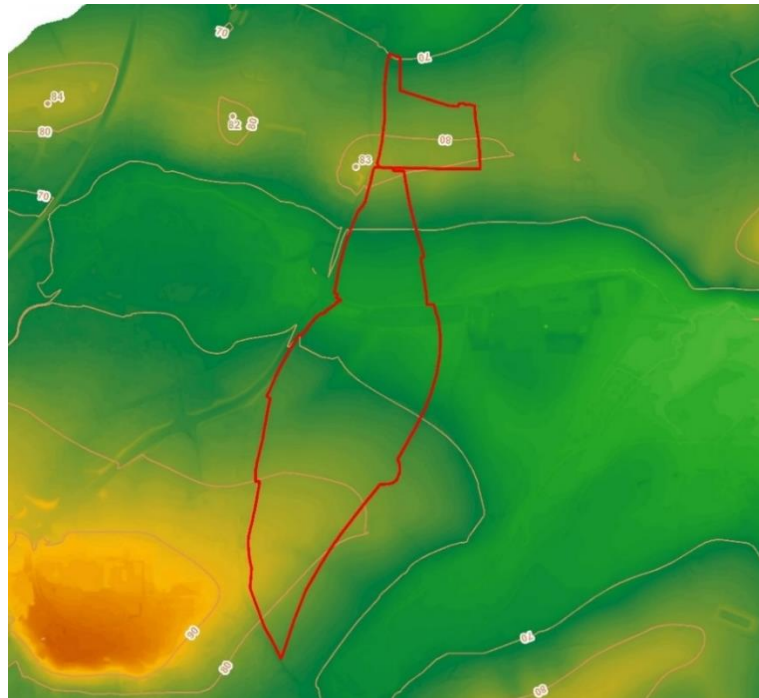


Figure 6.2: The topography of East of Basingstoke and Redlands and the surrounding area

6.1.5 Development Principle 3b 'Landscape' aims to:

- Protect landscape features within the site such as existing tree belts and hedgerows.
- Protect attractive features such as tree belts and a verdant skyline on high ground in views towards the site.
- Screen unattractive features such as the A33, the ERF and STW from views from new housing within the site.
- Provide green infrastructure corridors and spaces within the site to soften and integrate the development, and to facilitate the movement and amenity of residents and visitors.



Photo 6.1: Looking north from East of Basingstoke uphill towards Redlands

Development Principle 3b: Landscape

1. Development should respond positively to the topography and landscape setting of the site by:
 - a) Utilising and enhancing the existing vegetation network and green corridors within the site as a framework for development. Every effort should be made to protect veteran trees where possible.
 - b) Taking into account sensitive views from outside and within the site.
 - c) Providing a strong landscape structure that integrates the development into the surrounding landscape.

2. The location of key existing and new green infrastructure corridors and green spaces is shown on the Development Framework Plan. Particular attention should be paid to green infrastructure corridors and spaces in the following broad locations:
 - a) Along the western boundary with the A33 to provide a landscape setting for the development and the A33 and to screen views of traffic along the A33 from the development.
 - b) Along the northern boundary of Redlands to mitigate the impact of the development on rural views at the entrance to Basingstoke along the A33 and along the eastern and southern boundaries of Redlands.
 - c) Along the northern boundary of East of Basingstoke to protect verdant views of the skyline up the hill towards Redlands.
 - d) Along the western boundary of East of Basingstoke with Park Pale and the Toll House to provide a landscape setting for the development and the Scheduled Monument and Listed Building.
 - e) Along the Petty's Brook Green Space to include the floodplain and adjoining landscape features.
 - f) Along existing tree and hedge belts within the site.
 - g) Along the southern boundary of housing within East of Basingstoke to protect rural views into the site from the south.
 - h) Along the eastern edge of housing in East of Basingstoke to screen views from the housing towards the ERF facility and sewage works.
 - i) Along other site boundaries.

New green spaces forming part of the landscape and green infrastructure network will be required. The detailed position and function of these spaces must be subject to further landscape and visual impact assessment work and other studies forming part of the ongoing design process.

The location of green corridors and spaces should not prejudice the achievement of a comprehensive approach to green infrastructure across the wider site including the potential for additional housing in the southern part of the site beyond the Plan period.

The detailed design, planting and management of these corridors and spaces should be derived from their individual role in the green infrastructure network of the development. Additional tree and hedgerow planting will be required where this serves to screen the development from selected viewpoints and enhance the landscape and biodiversity quality of the site.

Biodiversity

Relevant policies and guidance: Local Plan Policies SS3.7 (e) (Redlands), SS3.9 (l) (East of Basingstoke), EM4 (Biodiversity, Geodiversity and Nature Conservation) and EM5 (Green Infrastructure); Landscape and Biodiversity SPD.

- 6.1.6 The majority of the area covered by the Development Brief is composed of arable fields bounded by hedgerows with an area of former parkland characterised by veteran trees within the Redlands site. There are small areas of semi-natural woodland within and adjacent to the development sites, some of which are also identified as ancient woodland. In addition there are some ponds and Petty's Brook, a tributary of the River Loddon, which flows through the site and forms part of the River Loddon valley. These features link up to provide ecological networks across the site and into the wider countryside. They allow for the dispersal and migration of species through the site as well as food and shelter for a number of species.
- 6.1.7 The sites have potential for a number of key species/habitats, including remnant veteran trees on the Redlands site. Planning applications should be accompanied by the necessary surveys, and these should be carried out at the appropriate time of year following best practice guidance to allow the impacts on biodiversity to be adequately assessed.
- 6.1.8 The section of Petty's Brook and its floodplain that flows through the site forms part of the River Loddon Biodiversity Priority Area (BPA) and Loddon Catchment Biodiversity Opportunity Area (see the council's Green Infrastructure Strategy for a plan of the whole BPA). Sufficient buffering to the BPA is required to avoid any urban edge effects on the water course (such as pollution impacts from urban surface water run-off, invasive species and the effects of litter) as well as to allow the watercourse to undergo natural processes and allow for the maintenance of a zone of natural character. Suitable Sustainable Drainage Systems will be required to ensure the water course is not subject to any pollution resulting from development.



Photo 6.2: Petty's Brook

- 6.1.9 Part of the Whitmarsh Lane and Piece Site of Importance for Nature Conservation (SINC) is within the East of Basingstoke site. A number of ancient woodlands designated as SINC also adjoin the sites. Ecological buffers will be required to protect and enhance these existing ecological features as well as other areas of semi-natural woodland and important hedgerows within and/or adjacent to the development

sites. Proposals will set out how each buffer is to be treated so that its purpose to protect and enhance important habitat features is maintained. These buffer zones could incorporate other uses such as informal recreation and/or Sustainable Drainage Systems, where this is compatible with the buffer function. Uses which are not acceptable in the buffers include private gardens, allotments, sports pitches and boundary fencing.

6.1.10 Development Principle 3c 'Biodiversity' aims to:

- Protect ecological features within the site such as Petty's Brook and existing semi-natural woodlands and important hedgerows and ponds.
- Provide ecological buffers to Petty's Brook, tree belts, woodland and important hedgerows and ponds within and adjoining the sites.
- Secure the enhancement of ecological features and networks.

Development Principle 3c: Biodiversity

1. The design and layout of the development should be informed by the important biodiversity features of the sites, with particular attention paid to Petty's Brook which lies within a BPA, any aged or veteran trees on the sites and the network of existing tree belts, woodlands and hedgerows. The developments will need to retain and where possible enhance key habitat features, enhance landscape and ecological corridors, and provide protection to key species.
2. Development should be designed in accordance with the council's Landscape and Biodiversity SPD which gives details of the requirement for a 20 metre minimum buffer distance to be provided between the edge of any woodland or tree belts. Uses within these areas should maintain the green character of the buffer and incorporate appropriate design and materials. Buffer zones could incorporate sustainable drainage features but only where these would be compatible with the buffer function. The buffer to Petty's Brook should reflect the outer extent of the part of the River Loddon BPA that is within the East of Basingstoke site.
3. Important hedgerows on the sites or those hedgerows particularly important for a key species, such as dormice, should be given a 5 metre buffer distance between the hedgerow and development (including gardens), unless it can be demonstrated that adverse impacts on the hedgerow habitat can be satisfactorily addressed if a lesser distance is applied. The design layout should allow for compatible land uses, such as open space rather than private gardens, adjacent to such hedgerows so that they can receive the necessary management to conserve them. Similarly adequate undisturbed land should be left around any aged or veteran trees to avoid their loss or deterioration.
4. Development should secure opportunities for biodiversity enhancement through the creation, restoration and management of habitats and features such as additional woodland and hedgerow creation to link woodland habitats and the appropriate management/restoration of the section of River Loddon BPA that runs through the East of Basingstoke site.

6.1.11 Ecological mitigation and management plans relative to each phase of development will be required for all important biodiversity features requiring protection, maintenance and/or enhancement prior to, during and post-development. These should set out the aftercare of newly created habitats or management of existing habitats/biodiversity features to mitigate impacts within the proposed development site. They should include information on the long-term management, monitoring and funding required to maintain the habitats/features in perpetuity.

Green Space

Relevant policies and strategies: Local Plan Policy SS3.9(c, j) (Redlands), EM5 (Green Infrastructure), Green Infrastructure Strategy (2013); BDBC S106 Planning Obligations and Community Infrastructure (2015).

6.1.12 Development Principle 3d 'Green Space' aims to:

- Provide a high quality network of different types of green space accessible to all residents of the developments.
- Enhance the 'green' character of the area through the provision of varied green spaces. Open spaces should be ready and available for use prior to the occupation of the dwellings they serve.

Development Principle 3d: Green space

The developments should provide green space for children and adults in accordance with the areas and catchments set out in the council's Green Space Standards and the council's Green Infrastructure Strategy. The green spaces should be linked to each other and to the new housing areas by safe pedestrian and cycle routes.

The green space network should include the following general areas, as shown on the Development Framework Plan, with the specific locations dependent upon more detailed masterplanning:

a) Equipped play for children of all ages and kickabout space

- One Local Equipped Area for Play (LEAP) located with a kickabout space within the Redlands site.
- One LEAP located with a kickabout space within the East of Basingstoke site north of Whitmarsh Lane.
- One Neighbourhood Equipped Area for Play (NEAP) located with a kickabout space within the East of Basingstoke site south of Whitmarsh Lane and forming part of the Neighbourhood Park.

b) Neighbourhood Park

- To be of 4ha in size and located close to the school and community facility to create a community hub.
- To include: a NEAP and kickabout space, a full size artificial grass pitch (to be located next to the community facility for changing provision and dual car parking purposes), formal garden, seating areas, space for community events and Accessible Natural Green Space (ANGS).
- To be located outside of the 1.5 OUE/m³ odour contour (see Development Principle 3g).

c) Accessible Natural Green Space

- To be located within the Neighbourhood Park, along the buffer with Park Pale, in the eastern paddock in Redlands, and within the landscape buffers.

d) Biodiversity sites and landscape features

- To be located along Petty's Brook, within Park Pale and in those buffers managed for primarily ecological purposes.

e) Allotments

- Approximately 25 x 125m² (5 rod) individual allotment plots to be located adjoining the landscape buffers of the East of Basingstoke site and outside of the 1.5 OUE/m³ odour contour.
- To include a vehicular track and a minimum of 4 parking spaces.

6.2 Heritage

Relevant policies, strategies and supporting information: Local Plan Policy SS3.9 (e), (f) (East of Basingstoke), Policy EM11 (The Historic Environment); Design and Sustainability SPD Appendix 2 (Old Basing Conservation Area Appraisal), Design and Sustainability SPD Appendix 3 (Conservation Areas); Listed Buildings SPG; Hampshire Historic Landscape Character Assessment; NPPF Section 12; Planning (Listed Building and Conservation Areas) Act 1990 (as amended), specifically Section 66 (1) (Listed Buildings) and 72(1) (Conservation Areas).

6.2.1 Development Principle 3e 'Heritage' aims to enable the new developments to protect or enhance the following heritage assets, and to provide an opportunity to create a strong sense of identity for the new community:

- a) The Pyotts Hill Entrenchment Scheduled Monument, known locally as Park Pale (see photo 6.3). This entrenchment lying within a woodland belt borders the western side of the East of Basingstoke site. The advice of Historic England will be needed in how the development responds to Park Pale and its setting. Any planning application on the East of Basingstoke site will need to be accompanied by evidence, prepared in consultation with Historic England, clarifying the significance of the Scheduled Monument and how this has informed the development proposal. A Roman Road also runs through the southern part of East of Basingstoke.



Photo 6.3: The Park Pale

- b) Old Basing Conservation Area (to the south west of East of Basingstoke).

Development Principle 3e: Heritage

Archaeology

Development should positively respond to the archaeological heritage assets and their setting, in a manner appropriate to their significance. The layout of any development should be informed by an understanding of the archaeological significance, incorporating appropriate setbacks, a sensitive landscaping strategy, and the appropriate scale, massing and design response of the surrounding built form. Damage to known and as yet unknown archaeological assets should be appropriately mitigated.

In particular, development should explore opportunities for the interpretation of the Pyotts Hill Entrenchment Scheduled Monument (The Park Pale) and should bring this medieval embankment into the green space network. Development should also respect the setting of the Scheduled Monument.

In the event that the development extends to that area which includes the line of the Roman Road in the southern part of the East of Basingstoke site, then it should also be explored how this feature can be interpreted and incorporated into the layout.

Old Basing Conservation Area

The special qualities, historic characteristics and setting of the Old Basing Conservation Area, including its designated and non-designated heritage assets, should be preserved or enhanced. The Old Basing Conservation Area Character Appraisal should be utilised to inform the East of Basingstoke proposal(s).

Listed Buildings

A Heritage Statement should be provided with each relevant application to assess the significance of the affected listed buildings and their settings. The findings should demonstrate how development would integrate positively with existing buildings and should ensure proposals would not compete, or be detrimental to, the listed buildings and their individual settings. In particular, development should take account of the setting of Toll House on the A33.

6.3 Flood Risk, Drainage and Sewerage

Relevant policies and strategies: Local Plan Policy SS3.7 (h) (Redlands), SS3.9 (g) (East of Basingstoke), EM6 (Water Quality), EM7 (Managing Flood Risk); BDBC Strategic Flood Risk Assessment (2012)

- 6.3.1 Petty's Brook is a tributary of the River Loddon, flowing through Chineham and connecting to the Loddon to the east of the Basingstoke STW. Approximately 10% of the East of Basingstoke site is located in the Petty's Brook flood plain within flood zones 2 (medium risk) and 3 (high risk). The Environment Agency Flood Zones 2 and 3 are defined on the Development Framework Plan. The extent of these flood zones is subject to the outputs of further detailed modelling. Small parts of the site outside the floodplain, are identified as being at risk of future surface water flooding. The Loddon Catchment Flood Management Plan seeks safeguarding of the flood plain and this should be considered as part of any development proposal. The developments must demonstrate that greenfield run-off rates can be met, as required by Policy EM7 (Managing flood risk) of the adopted Local Plan, and to ensure that run-off rates are no greater than the run-off prior to development taking place. Development Principle 3f 'Flood Risk, Drainage and

Sewerage' aims to protect the developments, and areas affected by the developments, from flooding and to protect water quality.

Development Principle 3f: Flood Risk, Drainage and Sewerage

General guidance for East of Basingstoke and Redlands

A detailed flood risk assessment will be required for both sites. Development will need to demonstrate that it would not increase flooding from any source on the sites or elsewhere and, where possible, will reduce flood risk overall. Sustainable Drainage Systems must be incorporated into the sites to ensure that development reproduces greenfield runoff characteristics and maintains run-off rates and volumes at greenfield levels.

A full Utilities Assessment will need to be provided with the planning applications to identify the other improvements required to the drainage network (for both foul and surface water).

Development should demonstrate that surface water is adequately protected to prevent a deterioration of water quality and pollution of the water source.

An integrated and co-ordinated flood attenuation and drainage scheme should be developed for the sites. Attenuation will need to be in accordance with the requirements of local and national policy and also to the satisfaction of the Environment Agency and the Lead Local Flood Authority.

Flood Prevention guidance for East of Basingstoke

Any 'highly vulnerable' and 'more vulnerable' types of development (as defined in National Planning Practice Guidance) such as housing and schools, will be located outside of flood zones 2 (medium risk) and 3 (high risk) by Petty's Brook. Access routes should avoid flood zones 2 and 3 unless they are required in the interests of the wider transport planning of the development and safe alternative routes can be provided in and out of the site.

The landowner of the East of Basingstoke site will undertake detailed flood modelling of Petty's Brook during the detailed design stage to establish flood levels which will ensure safe access and egress is designed. Detailed flood modelling will be undertaken in cooperation with the Environment Agency. The flood modelling work may need to take into account potential flood prevention schemes that are currently being considered but are not associated with the development of the sites. Consideration should also be given to how the development may be affected by the future expansion (for example as a result of climate change) of the flood plain.



Photo 6.5: Land within flood zones 2 and 3 by Petty's Brook with Energy Recovery Facility to the rear.

6.4 Noise and Air Quality

Relevant policies and guidance: Local Plan Policy SS3.7 (g) (Redlands), SS3.9 (o) (East of Basingstoke), EM12 (Pollution); BDBC Guidance Note for Developers and Consultants: Noise Assessments and Reports for Planning Applications (2016); Hampshire Minerals and Waste Plan (2013); Minerals and Waste Safeguarding in Hampshire SPD (2016).

6.4.1 The aim of Development Principle 3g is to ensure that the quality of life of existing and new residents is not adversely affected by noise or air pollution.

Noise

6.4.2 The national air quality objectives set the definitive parameters in relation to levels that ought not to be exceeded for local air quality. In relation to noise, the objective levels for new development can be found in the council's 'Noise assessments and reports for planning applications - Guidance note for developers and consultants' document.

6.4.3 Consultants on behalf of the landowners have carried out noise assessments of both sites for East of Basingstoke (2010) and Redlands (2016) which show that:

- The garden/outdoor amenity areas and internal rooms of housing located in the western parts of both sites are likely to be subject to unacceptably high levels of traffic noise from the A33.
- The internal rooms of housing located in the eastern part of East of Basingstoke are likely to be subject to unacceptably high night time levels of noise from the ERF.

6.4.4 Planning applications will need to be accompanied by noise assessments demonstrating how these constraints can be mitigated through some or all of the following measures:

- Orientating the massing of the housing to act as a barrier block to the noise with the gardens/outdoor amenity areas away from the noise source.
- Orientating habitable rooms so they are located away from the noise source with less sensitive rooms such as corridors located towards the noise source.
- An acoustic fence to be located between the housing and the A33.
- Locating housing away from the noise sources.
- Triple glazing and mechanical ventilation.

6.4.5 There will be noise and disturbance from vehicles carrying refuse and waste to and from the ERF and STW whose impact should be assessed as part of a planning application. This impact will be minimised by splitting this traffic from that gaining access to the development as soon as possible once it enters the site and by ensuring substantial buffers between the ERF and STW traffic and sensitive uses such as housing and the schools.

6.4.6 The detailed layout of the housing, schools and community centre will also be required to minimise noise nuisances from any proposed social and community uses in the local centre. Careful consideration will need to be given to the location of the artificial grass pitch. Noise and floodlighting associated with artificial grass pitches can raise biodiversity issues and where the facility is located within close proximity to residential properties it can raise amenity issues. Any noise assessment carried out for the artificial grass pitch should be in line with Sport England's guidance: 'Artificial Grass Pitch Acoustics - planning implications (2015)'.

Air Quality

6.4.7 The ERF, which lies in relatively close proximity to the two sites, is subject to the requirements of the Waste Incineration Directive and is regulated under the Pollution Prevention and Control regime. The regulator is the Environment Agency who require such installations to have a permit for operation which contain emission limit values (ELVs) and other conditions. The ELV's are set at a level to protect human health and to minimise environmental impact. The ERF is subject to stringent continuous monitoring requirements for stack emissions and also regular monitoring of other pollutants. This monitoring information is reported to the Environment Agency which has confirmed that the performance of the ERF has been good over its period of operation.

6.4.8 The STW is also in relatively close proximity to the two sites. The STW operations are regulated by the Environment Agency by an environmental permit. The scope of this legislation covers environmental impacts including odour emissions.

6.4.9 Consultants on behalf of the landowners have carried out odour assessments for both East of Basingstoke (2011 and 2014) and Redlands (the part of the site owned by Cooper Estates Strategic Land) (2016) in relation to the STW. The assessments conclude that the Redlands site will not be affected by the STW and that development on East of Basingstoke will not be significantly affected by the nearby STW with the recommended mitigation measures in place. The only uses that will be permitted within odour sensitive locations as part of development on the allocation sites are those which comply with European and National odour legislation and guidance. The Development Framework Plan shows the 1.5 OUE/m³ contour outside of which sensitive uses such as housing and schools are recommend to be located. Also, to encourage use of the neighbourhood park which is likely to be used intensively it is considered that it should also be located outside of the 1.5 OUE/m³ contour.

6.4.10 No significant air quality issues are expected to arise from traffic along the A33, although this will need to be assessed through relevant technical studies.

Development Principle 3g: Noise and Air Quality

New development should not have a detrimental impact upon the quality of life of existing residents in relation to noise exposure or air quality or be exposed to existing sources of noise or air pollution that would have a detrimental impact upon the quality of life of its future occupiers. Acceptable noise and odour standards should be met across the site.

The location and design of uses within the sites, and with particular regard to sensitive uses such as housing and a school, should take into account potential harm from:

- a) Noise sources including traffic along the A33, the ERF, vehicle movements to and from the ERF and STW, and noise arising from any proposed social and community uses in the local centre.
- b) Sources of odour or air pollutants from the operation of the STW and the ERF. The Development Framework Plan indicates the 1.5 OUE/m³ contour outside of which sensitive uses such as housing and school must be located.

In association with future-proofing movement through the East of Basingstoke site, the further mitigation of noise pollution from potential increased traffic levels should be planned for.

7. Design quality

Objective 4: To create a high quality urban environment with clear character areas informed by the built and natural environment.

Relevant policies, guidance and supporting information: Local Plan Policies SS3.7 (Redlands), SS3.9 (East of Basingstoke), CN9 (Transport), EM9 (Sustainable Water Use); and EM10 (Delivering High Quality Development); Design and Sustainability SPD: Appendix 6 'Storage and Collection of Waste and Recycling (2008 updated 2015); Appendix 7 'Places to Live' and Appendix 14 'Countryside Design Summary' in the Design and Sustainability SPD (2008); Appendix 16 'Residential Amenity Design Guidance' in the Design and Sustainability SPD (2012); Residential Parking Standards SPD (2008 updated 2012); Non-Residential Parking Standards SPG (2003); Hampshire Historic Landscape Character Assessment.

7.1 Creating a place of high design quality

7.1.1 The design quality of development on East of Basingstoke and Redlands will be enhanced by taking full advantage of views of the attractive landscape features surrounding the sites such as the many tree belts and its topography. The layout and massing of buildings should minimise views of unattractive features such as the ERF and STW. A clear design rationale should be evolved for the development as part of a comprehensive masterplanning process.

7.1.2 The inspiration for the character of the housing and other buildings on the sites should derive from locally distinctive and attractive patterns of development. This may be found in the suburbs of Basingstoke or local villages such as Old Basing and Sherfield on Loddon. One example of how local character could be used to inform the appearance of the development may be to use traditional/vernacular elements such as: street patterns based on deformed grids; pitched, gabled and hipped roofs; materials of red-orange brick, white painted brick, and roofs of red clay tiles and slate; and architectural details such as ornamental brickwork and chimneys. Conversely, a more contemporary approach, but which for example may utilise selected local materials, could also be suitable.



Photo 7.1: Old Basing

7.1.3 The developments should comprise a number of Character Areas which will enhance their visual appeal and the ease with which residents and visitors can find their way around. The description of the Character Areas should address the wide variety of elements which make up the layout and appearance of a development. Examples of these elements include: street pattern; highway characteristics; plot characteristics; building setbacks; building form; materials; fenestration; architectural detailing; boundary treatments; and landscaping.

Development Principle 4a: Responding to the landscape and environmental qualities of the site and creating character areas

1. Development should respond to the landscape and environmental qualities of the sites, with particular attention paid to:
 - a) Existing landscape features inside the sites.
 - b) The potential to create views using landscape features, and in particular tree belts, outside the sites.
 - c) Higher density development around the local centre and lower building heights as well as lower density development along the countryside edges on the eastern and northern boundaries of the sites and where it would assist in protecting the setting of the Pyotts Hill Entrenchment Scheduled Monument (The Park Pale), the Grade II listed Toll House and the Old Basing Conservation Area.
 - d) The use of suitable building heights: the developments should have a scale of typically 2 storeys with a potential for limited 2.5 and 3 storey development around the Local Centre, in the lower parts of the East of Basingstoke site and where it would enhance the quality and legibility of the streetscene through the provision of landmarks.
 - e) The potential for development to front onto green infrastructure corridors and spaces including landscape features and public open space which run through and around the sites and also to face the rural edge where the sites border open countryside.
 - f) The siting and massing of buildings combined with the provision of new planting should seek to minimise the visual impact of the ERF and STW from within the site.
2. The developments should create distinctive Character Areas which enhance their sense of place, visual attractiveness and the ability of residents and visitors to find their way around. The identification of these Character Areas should take regard of the following aspects:
 - a) The landscape and environmental qualities of the sites listed in (1) above.
 - b) The need to respond to and reinforce locally distinctive patterns of development which are informed by the best qualities of the suburbs of Basingstoke and local villages, whilst not discouraging appropriate innovation.
 - c) A broad range of architectural and character elements which make interesting and attractive streetscenes.
 - d) Creating verdant streetscenes through the provision of deeper front gardens in the lower and medium density areas and street trees in the higher density areas and along main streets.
 - e) The potential for the design and layout of the Local Centre, school and adjoining Neighbourhood Park to create a recognisable and welcoming sense of place at the centre of the development.

Good Urban Design Principles

- 7.1.4 Development will be expected to follow the good urban design principles set out below. These are derived from a range of sources including National Planning Practice Guidance. Appendix 7 (Places to Live) of the council's Design and Sustainability SPD (2008) also provides guidance on creating successful residential environments.

Development Principle 4b: Good Urban Design Principles

The developments should exhibit good urban design principles as follows:

- a) Developments should have an attractive relationship to open spaces and positively address views out of the sites along defined viewing corridors.
- b) The massing and siting of buildings, landscape features and boundary treatments should create a strong sense of definition to streets and public spaces.
- c) The massing, form and architectural treatment of buildings and road layout should provide landmarks and recognisable routes to help people find their way around.
- d) Buildings and fenestration which provide natural surveillance along routes to reduce opportunities for crime.
- e) Buildings and groups of buildings should be of a high architectural quality and should:
 - Exhibit levels of detailing, materials, visual interest and proportion appropriate to their character and their ability to enhance the streetscene;
 - Employ repetitive forms where this is desired to create unity in a streetscene;
 - Exhibit sensitive transitioning of scale from one area to another;
 - Buildings, boundary treatments and landscaping should frame views and provide definition to a streetscene;
 - Animate frontages to public streets and spaces; and
 - Express the individuality of linked and terraced dwellings through appropriate detailing and articulation.
- f) The need for suitable high quality, gateway features at the main entrances to the scheme to provide a clear sense of arrival into the development.
- g) The need to maintain high levels of amenity for residents and visitors.
- h) Introduce public art into the development where it would help to deliver a successful residential environment.

Securing high quality design

- 7.1.5 Outline planning applications should set out, through the use of Parameter Plans, Masterplans and Design Codes, how high design quality in accordance with the above principles, will be secured for detailed proposals.

7.2 Parking and Refuse Collection

7.2.1 Motor vehicle (residential/commercial) and secure cycle parking should be provided in accordance with the adopted standards at the time of the determination of the application. The council's current parking standards are as follows:

- Residential Parking Standards SPD (2008 updated 2012);
- Non-Residential Parking Standards SPG (2003); and
- Cycle parking and motorcycle parking standards for commercial developments.

7.2.2 Arrangements for the storage and collection of waste and recycling should be provided in accordance with the council's prevailing standards. The council's current standards are Appendix 6 'Storage and Collection of Waste and Recycling (2008 updated 2015) in the Design and Sustainability SPD.

Development Principle 4c: Integrating car parking and refuse collection into the development

The design and location of parking spaces should accord with the following principles:

- a) Parking spaces should be sited to minimise their visual prominence in the streetscene.
- b) Parking spaces should be well-designed and located to encourage use and avoid inappropriate parking elsewhere.
- c) Parking spaces should be convenient to the potential user, for example located as close to the front doors of properties as possible provided they do not harm the appearance of the streetscene and the residential amenity of properties.
- d) Rear parking courts are discouraged unless they facilitate buildings providing a strong sense of enclosure where this will assist in the creation of a high quality streetscene.
- e) There is a clear distinction between parking provided on-plot, parking provided to support visitors to residential properties and parking provided to access communal facilities. All of these should have differing levels of convenience in order to influence the behaviour of those accessing the different facilities and residential properties.

Arrangements for refuse storage and collection should minimise the potential for bins to be located in visually prominent locations such as on a street frontage.

7.3 Sustainable construction

- 7.3.1 In line Policy EM10 (Delivering high quality development) of the Local Plan the developments should minimise energy consumption through sustainable approaches to design. The developments should also incorporate and/or promote renewable and low carbon energy technologies. In particular, development is encouraged to consider the viability and technical feasibility of district heating particularly in the local centre, where there would be a mix of uses and a higher demand for heat.
- 7.3.2 Building Regulations are regularly updated to ensure that development is sustainable and limits its impact on the use of natural resources. Policy EM9 (Sustainable Water Use) of the Local Plan places strict standards on the use of water to limit the 'stress' on water resources. Development to a standard of sustainability over and above Building Regulations is encouraged.

Development Principle 4d: Sustainable construction

The layout, design and construction of the development should promote the efficient use of natural resources through:

- a) Reducing resource requirements in terms of energy demands and water use.
- b) Considering opportunities for renewable and low carbon energy technologies.
- c) The use of passive solar design to maximise the use of the sun's energy for heating and cooling; and
- d) Mitigating flooding, pollution and overheating.

7.4 Renewable and Low Carbon Technologies

- 7.4.1 The sites are in close proximity to the ERF which presents an opportunity to consider how sustainable sources of local energy production can be maximised, such as the potential for a Combined Heat and Power (CHP)/ District Heating scheme. Criterion (f) of Policy SS3.7 and criterion (m) of Policy SS3.9 require renewable and low carbon energy technologies to be harnessed for the sites by utilising opportunities presented by the nearby incinerator and any opportunities that may have for CHP. Any other opportunities for renewable energy and local carbon technologies that are available to the sites are encouraged to be considered.

Development Principle 4e: Renewable and low carbon technologies

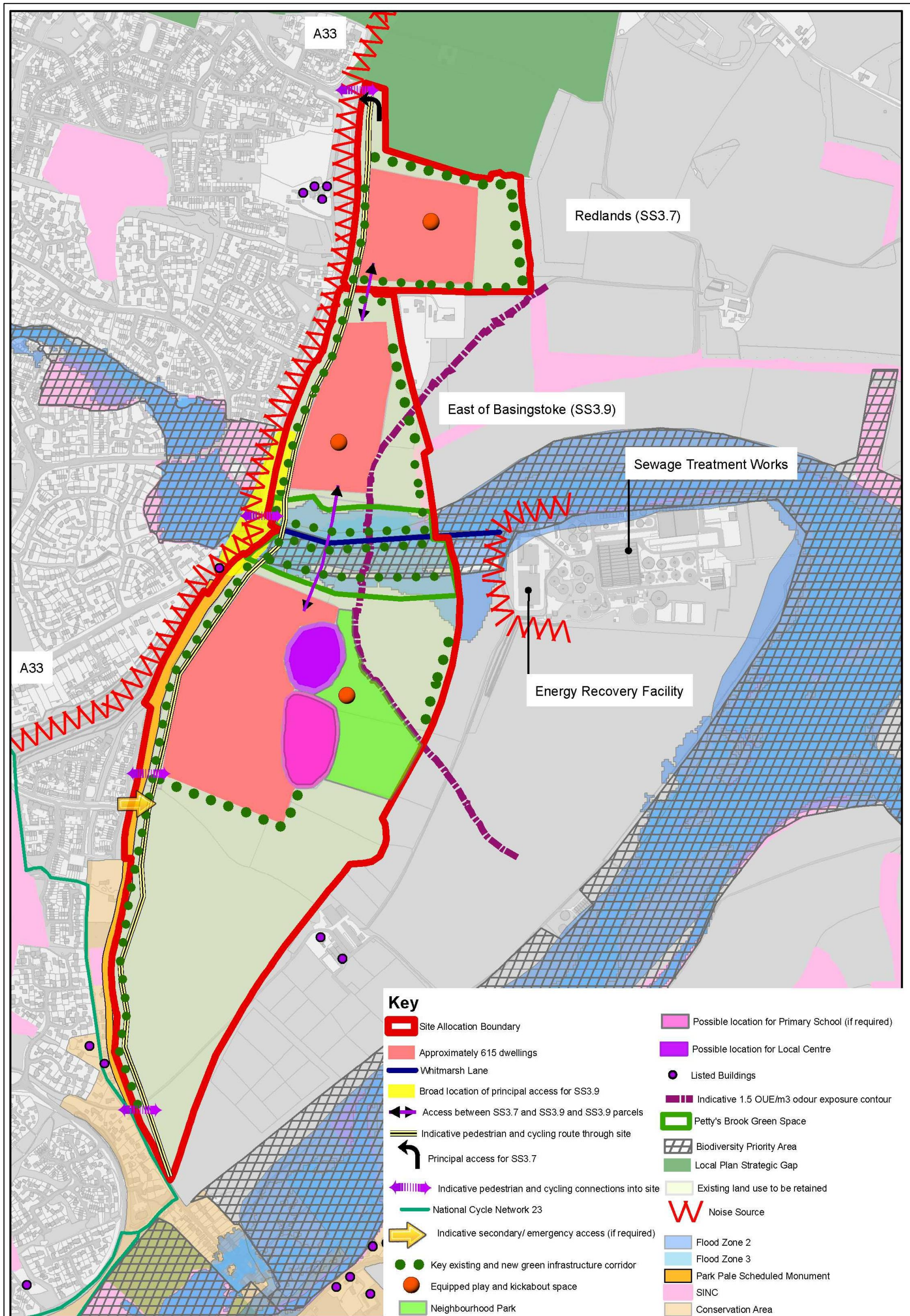
Sustainability and energy statements should accompany the planning applications on both sites to highlight in detail the various renewable and low carbon technologies options available for consideration including CHP.

It is recommended that the opportunities presented by the nearby ERF are explored in a co-ordinated manner with all the landowners of the sites but also the operator of the incinerator (Veolia). This will need to be documented in the sustainability and energy statements that will accompany future reserved matters applications.

A planning condition will be attached to outline planning consents requiring the submission of a detailed scheme to confirm the renewable/low carbon technologies that will be utilised at the site.

8. Indicative Development Framework Plan

8.1 The following Development Framework Plan provides a summary of the key opportunities and constraints that should influence the form of development on the East of Basingstoke and Redlands sites, including indicative information about how the development could respond to them.



Appendix 1: Extract from the Basingstoke and Deane Borough Local Plan 2011-2029: Policy SS3.7 and SS3.9 and introductory text

East of Basingstoke and Redlands

4.52 Approximately 615 new homes will be brought forward on sites SS3.7 and SS3.9 as part of a high quality, comprehensively planned development, providing supporting infrastructure that is necessary to serve the sites. The sites will respect and respond to their landscape and biodiversity context and build upon the local green infrastructure assets. An inset map has been developed for this site and East of Basingstoke (Policy SS3.9) together, and is set out alongside Policy SS3.9.

Policy SS3.7 – Redlands

This 9.4 hectare site lies to the north east of Basingstoke and will deliver a high quality development that will:

- a) Make provision for the delivery of approximately 165 dwellings;
- b) Respond positively to the special landscape qualities of the area, ensuring that the density, heights and layout of buildings minimise any visual impacts of this location. The design and layout of development needs to present a strong and defensible green buffer to the north and east, including the use of open space to limit the visual impact of development. This will include locating development in the western part of the site and avoiding residential development to the north of the existing field boundary, which forms the northern edge of the site;
- c) Include measures to mitigate the impact of development on the local road network including improvements to the A33 corridor, to ensure safe and convenient access for all road-users. This should include provision for a site access from an improved Gaiger Avenue/A33 junction, or a suitable alternative, along with appropriate access to the adjacent site (Policy SS3.9);
- d) Include measures to improve accessibility by non-car transport modes including the provision of internal walking and cycle routes linked to existing external routes including the Public Right of Way network and Strategic Cycle Network with direct access to the town centre and the ability to service the site by public transport;
- e) Avoid or mitigate direct and indirect adverse impacts on key species and habitats, including remnant parkland trees, by mitigating and/or compensating any adverse impacts to ensure a net gain in biodiversity;
- f) Ensure that renewable and low carbon energy technologies are harnessed for the site by utilising opportunities presented by the nearby combined heat and power (CHP) incinerator;
- g) In light of the nearby incinerator and sewage treatment works ensure acceptable noise and odour standards can be met within homes and amenity areas, through the avoidance of noise sensitive areas and the preparation of comprehensive noise and odour studies (in consultation with the utility provider) which inform layout decisions on this and the adjoining East of Basingstoke site;
- h) Ensure adequate sewerage infrastructure is provided (on and off site) and produce a drainage strategy;
- i) Ensure that, through the joint masterplanning of the two sites, development is delivered in conjunction with the adjacent East of Basingstoke and Chineham allocation (Policy

SS3.9) and that development is brought forward in a co-ordinated manner. This site should not be developed in isolation.

Development of this site will deliver homes and infrastructure in the period 2017/18 to 2020/2021, in accordance with the requirement to maintain a five year supply of deliverable housing sites.

Policy SS3.9 – East of Basingstoke

This 67.8 hectare site to the east of Basingstoke and adjacent to site SS3.7 will deliver a high quality mixed-use development that will:

- a) Make provision for approximately 450 dwellings;
- b) In addition to the mix of dwelling sizes and types, make provision for a proportion of self-build units and also, in conjunction with other sites, a permanent, pitch/plot provision to meet identified accommodation needs of Gypsies, Travellers and Travelling Showpeople in the borough, such needs being identified in the council's Gypsy and Traveller Accommodation Assessment (and any updates);
- c) Include the provision of social and physical infrastructure, including a community centre, local shopping facilities, sports facilities including playing pitches, and a two form entry primary school, if required by the Local Education Authority⁶;
- d) Respond positively to the special characteristics and sensitivities of the landscape, ensuring that the density, heights and layouts of buildings on the higher ground to the south and north of the site minimise any visual impacts on this prominent location;
- e) Respect and provide appropriate buffering to the historic Park Pale feature on the western boundary of the site;
- f) Conserve and enhance the architectural and historic significance of the Old Basing Conservation Area and nearby listed buildings, including the grade II listed Lodge Farm, including their setting, and ensure sufficient mitigation measures are provided when required;
- g) Avoid development and points of access in the small areas of the site within flood zones 2 and 3, and ensure that detailed masterplanning considers scope for expansion of the floodplains;
- h) Include measures to mitigate the impact of development on the local road network including improvements to the A33 corridor, with appropriate access to the adjacent site at Redlands, and measures to ensure safe and convenient access for all road-users, including vehicles accessing the adjacent incinerator and sewerage treatment works;
- i) Include measures to improve accessibility by non-car transport modes including the provision of internal walking and cycle routes linked to existing external routes including the Public Right of Way network and the Strategic Cycle Network with direct cycle access to the town centre and the provision of public transport from the outset;
- j) Include appropriate open space / green infrastructure, including allotments, to meet local needs in line with the council's adopted standards, ensuring that all open space is provided on site and opportunities to enhance Petty's Brook are utilised, provide links to and assist in the delivery of the adjoining green infrastructure network and mitigate the increased recreational pressure on nearby sensitive wildlife sites and Sites of Importance for Nature Conservation, with buffering to Petty's Brook;

⁶ The Local Education Authority (LEA) has identified a need for additional primary school places to serve new and existing communities in the eastern areas of Basingstoke and has requested that provision is made to meet this requirement on both SS3.8 and SS3.9. The LEA expect to require only one of these additional schools and will be able to confirm their exact requirements, based on pupil forecasting once other development in the vicinity is delivered, when future masterplanning is carried out.

- k) Creation of a substantial green buffer from the outset of the development, creating a strong and defensible boundary between the site and the open countryside;
- l) Avoid or mitigate direct and indirect adverse impacts on key species and habitats including adjacent ancient woodland Sites of Importance for Nature Conservation, Petty's Brook and natural flood zones. This will be achieved through adequate buffering of natural features and habitats and on-site mitigation and off-site compensation measures to ensure a net gain in biodiversity;
- m) Ensure that renewable and low carbon energy technologies are harnessed for the site by utilising opportunities presented by the nearby incinerator and any opportunities this may have for CHP;
- n) Ensure adequate infrastructure is provided for sewerage (on and off site) and surface water drainage and produce a drainage strategy;
- o) In light of the nearby incinerator and sewage treatment works ensure acceptable noise and odour standards can be met within homes and amenity areas, through the avoidance of noise sensitive areas and the preparation of comprehensive noise and odour impact assessments (in consultation with the utility provider) which inform layout decisions on this and the adjoining Redlands site;
- p) Ensure, through the joint masterplanning with the adjacent Redlands allocation (Policy SS3.7), that development is brought forward in a co-ordinated manner.

Development of this site will deliver homes and infrastructure in the period 2018/19 to 2022/23, in accordance with the requirement to maintain a five year supply of deliverable housing sites. The site boundary as defined on the Policies Map has capacity for approximately 900 dwellings. A potential later phase for 450 dwellings may be delivered beyond the Plan period.

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